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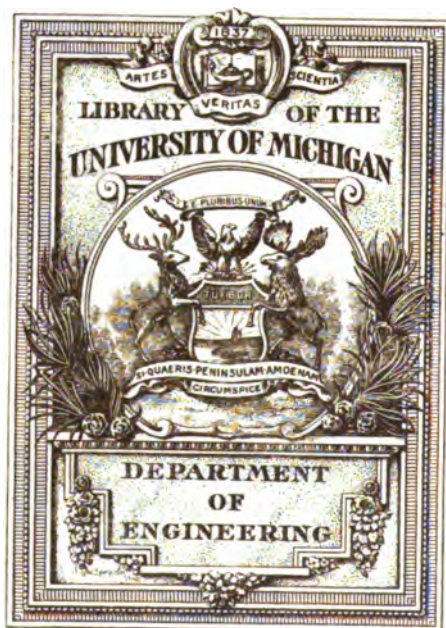
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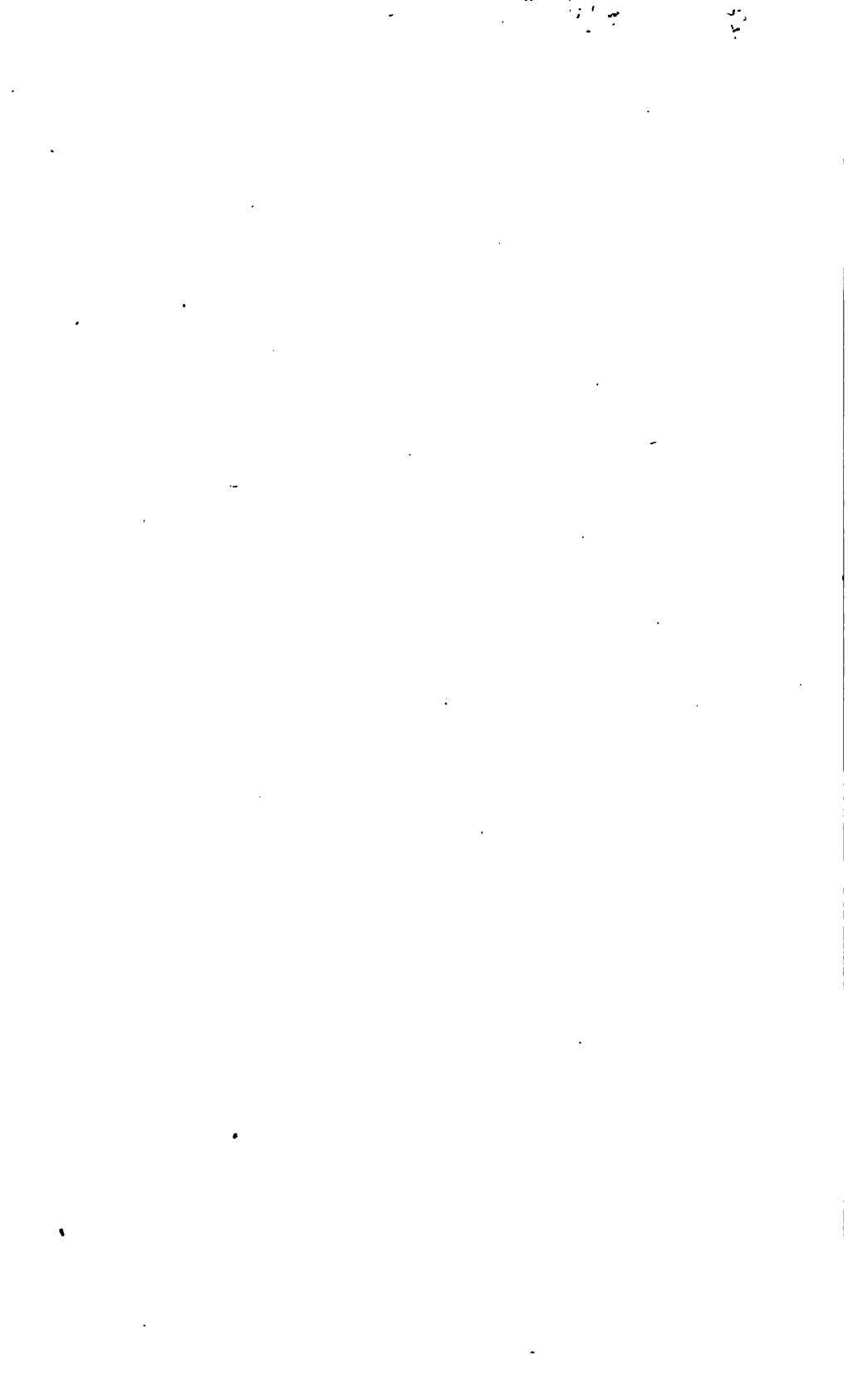


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ANNUAL REPORT

OF THE

State Engineer and Surveyor

OF THE

STATE OF NEW YORK,

AND OF THE

TABULATIONS AND DEDUCTIONS FROM THE REPORTS

OF THE

RAILROAD CORPORATIONS,

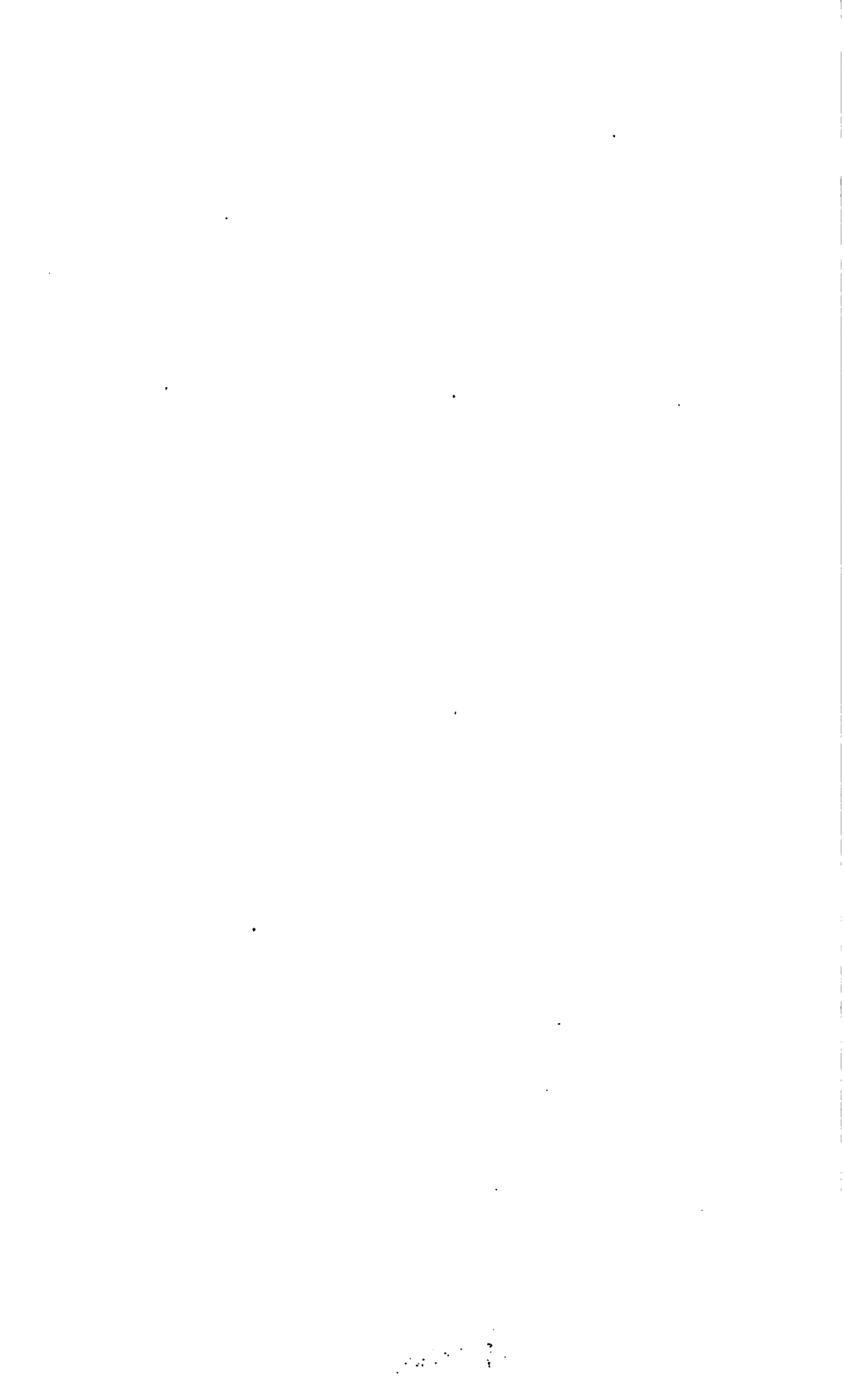
FOR THE

Year ending September 30, 1861.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1862.



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STATE OF NEW YORK.

No. 100.

IN ASSEMBLY,

February 18th, 1862.

To the Hon. WILLIAM B. TAYLOR,

State Engineer and Surveyor :

SIR—I herewith transmit my Annual Report on the Railroads of this State, for the year ending September 30th, 1861, as prepared by my Deputy, GEO. R. PERKINS, which please transmit to the Legislature.

Yours respectfully,

VAN R. RICHMOND.

Office of the State Engineer and Surveyor, }
ALBANY, February 18th, 1862. }

To the Hon. HENRY J. RAYMOND,

Speaker of the Assembly :

SIR—I have the honor, herewith, to transmit to the Legislature the Annual Report on Railroads of this State, for the year ending September 30th, 1861, as prepared by GEO. R. PERKINS, the Deputy of the Hon. VAN R. RICHMOND, my predecessor in office.

W. B. TAYLOR,

State Engineer and Surveyor.

REPORT.

OFFICE OF THE STATE ENGINEER AND SURVEYOR,
ALBANY, *February* 18, 1862.

To the Honorable the Legislature of the State of New York :

In compliance with section 103, chapter 140, Laws of 1850, I respectfully submit the Annual Report on Railroads, for the year ending September 30, 1861, as prepared by my Deputy, GEORGE R PERKINS, as follows :

During the year, sixteen companies have been organized, and their articles of association have been filed as required by law, in the office of the Secretary of State. They are as follows :

ALBANY RAILROAD COMPANY :

Articles of Association filed March 2, 1861.

BROOKLYN CITY AND RIDGEWOOD RAILROAD COMPANY :

Articles of association filed February 1, 1861.

BUFFALO BRANCH OF THE ERIE RAILROAD COMPANY :

Articles of association filed June 13, 1861. On the 21st of March, 1861, that portion of the *Buffalo and New York City Railroad*, lying between Attica and Hornellsville, was sold under foreclosure of mortgage, and a new company formed under the above name.

CONEY ISLAND AND BROOKLYN RAILROAD COMPANY :

Articles of association filed December 10, 1860.

EAST NEW YORK AND JAMAICA RAILROAD COMPANY:

Articles of association filed November 22, 1860.

EAST AND NORTH RIVER RAILROAD COMPANY:

Articles of association filed April 2, 1861.

ERIE RAILWAY COMPANY:

Articles of association filed June 25, 1861. Pursuant to chapter 160, Laws of 1860, and chapter 119, Laws of 1861, the *New York and Erie Railroad* was sold under foreclosure of mortgage, and a new corporation formed under the above name.

HUDSON AND WEST SHORE RAILROAD COMPANY:

Articles of association filed October 3, 1860.

INTERNATIONAL RAILROAD COMPANY:

Articles of association filed February 16, 1861.

NEW YORK RAILROAD COMPANY:

Articles of association filed December 24, 1860.

NEW YORK AND LAKE MAHOPAC RAILROAD COMPANY:

Articles of association filed January 11, 1861.

PORT MORRIS AND WESTCHESTER RAILROAD COMPANY:

Articles of association filed April 2, 1861.

ROME, WATERTOWN AND OGDENSBURGH RAILROAD COMPANY:

Pursuant to chapter 273, Laws of 1860, the *Watertown and Rome Railroad Company* purchased the *Potsdam and Watertown Railroad*, and annexed it to, and consolidated it with its road, and changed the corporate name to the above. Certificate of the change of corporate name, &c., filed in the office of the State Engineer and Surveyor, July 10, 1861. The road is to be extended to the St. Lawrence river at Ogdensburgh.

THIRD AVENUE AND FORDHAM RAILROAD COMPANY:

Articles of association filed April 2, 1861.

UTICA AND BLACK RIVER RAILROAD COMPANY:

Articles of association filed May 22, 1861. Pursuant to chapter 134, Laws of 1860, the *Black River and Utica Railroad* was

sold under foreclosure of mortgage, and a new corporation formed under the above name.

VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY:

Articles of association filed February 15, 1861.

The following is a list of companies from which, by law, annual reports were required, with the time of receiving such reports :

Name of Company.	Report filed.
Adirondac Estate and Railroad Company,....	Dec. 10, 1861.
Albany, letter filed,	Dec. 11, 1861.
Albany and Susquehanna,.....	Nov. 25, 1861.
Albany and Vermont,	Dec. 24, 1861.
Albany and West Stockbridge,.....	Nov. 20, 1861.
Atlantic and Great Western in New York,...	No report.
Avon, Geneseo and Mt. Morris,	Dec. 7, 1861.
Blossburgh and Corning,.....	Dec. 17, 1861.
Broadway Railroad of Brooklyn,.....	Dec. 17, 1861.
Brooklyn Central and Jamaica,	Dec. 7, 1861.
Brooklyn City,.....	Nov. 1, 1861.
Brooklyn City and Newtown,	Dec. 5, 1861.
Brooklyn City and Ridgewood,	No report.
Buffalo and Allegany Valley,	Dec. 6, 1861.
Buffalo, Bradford and Pittsburgh, letter filed,.	Dec. 13, 1861.
Buffalo Branch of the Erie Railway,.....	No report.
Buffalo and Lake Huron, letter filed,.....	Nov. 21, 1861.
Buffalo, New York and Erie,	Nov. 27, 1861.
Buffalo and State Line,	Dec. 3, 1861.
Cayuga and Susquehanna,.....	Dec. 2, 1861.
Central Park, North and East River,.....	Nov. 6, 1861.
Chemung,	Oct. 1, 1861.
Coney Island and Brooklyn,.....	Sept. 14, 1861.
East and North River,.....	Nov. 29, 1861.
East New York and Jamaica,.....	No report.
Eighth Avenue,	Dec. 11, 1861.
Elmira, Jefferson and Canandaigua,.....	Dec. 31, 1861.
Elmira and Williamsport,.....	Jan. 2, 1862.
Erie and New York City,	Dec. 10, 1861.

Name of Company.	Report filed.
Grand Street (Brooklyn),	No report.
Grand Street and Maspeth (Brooklyn,).....	No report.
Hudson and Boston,.....	Nov. 29, 1861.
Hudson River.....	Jan. 3, 1862.
Hudson and West Shore,.....	No report.
International,	No report.
Lake Ontario, Auburn and New York,	Jan. 6, 1862.
Long Island,.....	Nov. 25, 1861.
Mohawk and Moose River,	No report.
New York, letter filed,	Dec. 17, 1861.
New York Central,	Dec. 11, 1861.
New York and Erie (now Erie Railway),	Dec. 21, 1861.
New York and Flushing,	Dec. 28, 1861.
New York and Harlem,.....	Dec. 2, 1861.
New York and Jamaica,	No report.
New York and Lake Mahopac,.....	No report.
New York and New Haven,	Nov. 25, 1861.
New York and Westchester County,.....	No report.
New York and Yonkers.....	No report.
Niagara Bridge and Canandaigua,	Dec. 31, 1861.
Ninth Avenue,	Dec. 11, 1861.
Northern,	Dec. 16, 1861.
Oswego and Syracuse,.....	Nov. 26, 1861.
Port Morris and Westchester,.....	Nov. 29, 1861.
Potsdam and Watertown,	Dec. 10, 1861.
Rensselaer and Saratoga,.....	Dec. 18, 1861.
Rochester and Genesee Valley,	Dec. 16, 1861.
Sackett's Harbor, Rome and New York,.....	Dec. 16, 1861.
Saratoga and Schenectady,.....	Dec. 18, 1861.
Saratoga and Whitehall,	Jan. 6, 1862.
Second Avenue,	Jan. 3, 1862.
Sixth Avenue,.....	Dec. 14, 1861.
Sodus Point and Southern,	Dec. 9, 1861.
South Side Railroad of Long Island, letter filed,.....	Dec. 20, 1861.
Staten Island,	Dec. 27, 1861.
Syracuse, Binghamton and New York,	Dec. 18, 1861.

Name of Company.	Report filed.
Tenth Avenue and Grand Street Ferry,	Dec. 14, 1861.
Third Avenue,	Dec. 11, 1861.
Third Avenue and Fordham,	Nov. 29, 1861.
Troy and Bennington,	Dec. 10, 1861.
Troy and Boston,	Jan. 17, 1862.
Troy and Greenbush,	Nov. 27, 1861.
Troy and Rutland,	No report.
Troy Union,	Jan. 4, 1862.
Union,	No report.
Union Railroad of Westchester,	Dec. 10, 1861.
Utica and Black River,	Nov. 11, 1861.
Van Brunt Street and Erie Basin,	Dec. 11, 1861.
Warwick Valley,	Dec. 6, 1861.
Watertown and Rome,	Dec. 10, 1861.
Westchester County and New York City,	No report.

List of companies organized under the general railroad act, which are exempted from making annual reports, by special legislative enactments :

Buffalo Street Railroad Company, by sec. 6, chap. 145, Laws of 1860.

Central City Railroad Company (Syracuse), by sec. 6, chap. 483, Laws of 1859.

Grand Street and Newtown Railroad Company (Brooklyn), by sec. 5, chap. 462, Laws of 1860.

Hicksville and Cold Spring Branch Railroad Company, by sec. 2, chap. 306, Laws of 1851.

Main and Ohio Street Railroad Company (Buffalo), by sec. 6, chap. 145, Laws of 1860.

Niagara Street Railroad Company (Buffalo), by sec. 1, chap. 145, Laws of 1860.

Troy and Lansingburgh Railroad Company, by chap. 295, Laws of 1861.

The following is a list of all the roads in operation, that are obliged by law to make annual reports to this department :

Albany and Vermont, leased to the Rensselaer and Saratoga Railroad Company.

Albany and West Stockbridge, leased to the Western Railroad Corporation of Massachusetts.

Atlantic and Great Western Railway in New York.

Avon, Geneseo and Mount Morris.

Blossburgh and Corning, leased to the Tioga Railroad Company of Pennsylvania.

Broadway Railroad of Brooklyn.

Brooklyn Central and Jamaica.

Brooklyn City.

Buffalo Branch of the Erie Railway.

Buffalo and Lake Huron, road in Canada, one terminus at Buffalo.

Buffalo, New York and Erie.

Buffalo and State Line.

Cayuga and Susquehanna, leased to the Delaware, Lackawanna and Western Railroad Company of Pennsylvania.

Chemung, leased to the Erie Railway Company.

Eighth Avenue (New York city).

Elmira, Jefferson and Canandaigua, leased to the Erie Railway Company.

Elmira and Williamsport, only eight miles of road in this state.

Hicksville and Cold Spring Branch, leased to the Long Island Railroad Company.

Hudson and Boston, leased to the Western Railroad Corporation of Massachusetts.

Hudson River.

Long Island.

New York Central.

New York and Erie (now Erie Railway).

New York and Flushing.

New York and Harlem.

New York and New Haven.

Niagara Bridge and Canandaigua, leased to the New York Central Railroad Company.

Ninth Avenue (New York city).

Northern.

Oswego and Syracuse.

Potsdam and Watertown, consolidated with the Watertown and Rome, under the name of the Rome, Watertown and Ogdensburgh Railroad Company.

Rensselaer and Saratoga.

Rochester and Genesee Valley.

Sacketts Harbor, Rome and New York.

Saratoga and Schenectady, leased to the Rensselaer and Saratoga.

Saratoga and Whitehall.

Second Avenue (New York city).

Sixth Avenue (New York city).

Staten Island.

Syracuse, Binghamton and New York.

Third Avenue (New York city).

Troy and Bennington, leased to the Troy and Boston Railroad Company.

Troy and Boston.

Troy and Greenbush, leased to the Hudson River Railroad Company.

Troy and Rutland, leased to the Rutland and Washington Railroad Company of Vermont.

Troy Union. (No trains run by this Company.)

Union, leased to the Erie Railway Company.

Utica and Black River.

Watertown and Rome, consolidated with the Potsdam and Watertown, under the name of the Rome, Watertown and Ogdensburgh Railroad Company.

List of roads in operation using horse power, that are obliged by law to make annual reports to this Department:

Broadway Railroad, of Brooklyn.

Brooklyn Central and Jamaica.

Brooklyn City.

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Eighth Avenue.

New York and Harlem (the portion within the city of New York).

Ninth Avenue.

Second Avenue.

Sixth Avenue.

Third Avenue.

List of companies organized, which contemplate the use of horse power, so far as ascertained :

Albany.

Brooklyn City and Newtown.

Brooklyn City and Ridgewood.

Buffalo Street (Buffalo).

Central Park, North and East River.

Coney Island and Brooklyn.

East and North River.

East New York and Jamaica.

Grand Street (Brooklyn).

Grand Street and Maspeth (Brooklyn).

Grand Street and Newtown (Brooklyn).

Hudson and West Shore.

International.

Main and Ohio Street (Buffalo).

New York.

New York and Lake Mahopac.

New York and Westchester County.

New York and Yonkers.

Niagara Street (Buffalo).

Port Morris and Westchester.

Tenth Avenue and Grand Street Ferry (New York).

Third Avenue and Fordham.

Troy and Lansingburgh.

Union Railroad of Westchester County.

Van Brunt Street and Erie Basin.

Westchester County and New York City.

From the tables accompanying this report, I have deduced the following results :

ABSTRACT

OF THE REPORTS OF THE RAILROAD CORPORATIONS FOR THE YEAR
ENDING SEPTEMBER 30, 1861.

TABLE A.

STOCK AND DEBTS.

Amount of capital stock per charter and acts of the legislature,	\$97,973,200 00
Amount of capital stock subscribed for,	84,655,039 12
Amount of capital stock paid in, per last report,	76,362,939 92
Amount of capital stock now paid in,	82,445,253 51
Amount of funded debt, as by last report,...	72,842,838 98
Amount now of funded debt,	74,451,514 02
Amount of floating debt, as by last report,...	2,112,152 44
Amount now of floating debt,	5,082,030 91
Total amount now of funded and floating debt,	79,533,544 93

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

For graduation and masonry,	\$54,303,701 92
“ bridges,	2,192,671 18
“ superstructure, including iron,	29,407,057 62
“ passenger and freight stations, buildings and fixtures,	5,320,625 52
“ engine and car houses, machine shops, machinery and fixtures,	2,741,814 40
“ land, land damages and fences,	9,840,498 78
“ locomotives and fixtures, and snow-plows,	7,381,489 06
“ passenger and baggage cars,	3,017,030 59
“ freight and other cars,	5,563,974 16
“ engineering and agencies,	12,816,022 60
Total cost of construction and equipment,...	\$138,966,753 82
Total cost of same, excluding city roads,	130,786,818 06

TABLE C.
CHARACTERISTICS.

Length of roads in miles,	3,475.99
Length of roads laid,	2,727.64
Length of roads in operation, excluding city roads,	2,654.12
Length of double track, including sidings,	841.77
Length of branches laid,	465.32
Length of double track on same,	22.87
Length of equivalent single track, exclusive of city roads,	3,934.08
Number of engine houses and shops,	185
Number of engines,	755
Number of first class passenger cars,	1,223
Number of first class passenger cars, excluding city roads,	709
Number of second class and emigrant cars,	223
Number of second class cars, excluding city roads, ..	158
Number of baggage, mail and express cars,	244
Number of freight cars,	9,592

TABLE D.
BUSINESS OF THE YEAR.

Passenger Transportation :

Miles run by passenger trains,	17,241,021
The same, excluding city roads,	6,068,126
Number of passengers, all classes, carried in cars, ..	58,128,679
The same, excluding city roads,	8,684,189
Number of miles traveled by passengers, or number of passengers carried one mile, city roads not included,	337,954,686

Freight Transportation :

Miles run by freight trains,	7,973,800
Number of tons carried in freight trains,	5,460,409
Total movement of freight, or number of tons carried one mile,	660,556,875

Classification of Freight :

	Tons.
Products of the forest,	540,079
Products of animals,	1,067,070
Vegetable food,	1,220,332
Other agricultural products,	211,209
Manufactures,	568,691
Merchandise,	719,017
Other articles,	1,133,691
Total tonnage,	5,460,409

Excluding City Roads :

Average rate of speed of ordinary passenger trains, including stops,	Miles. 20.26
Average rate of same, when in motion,	24.89
Average rate of speed of express passenger trains, including stops,	27.50
Average rate of same, when in motion,	31.87
Average rate of speed of freight trains, including stops,	11.29
Average rate of same, when in motion,	14.42
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	Tons. 63.78
Average weight, in tons, of freight trains, exclusive of freight,	127.16

TABLE E.

COST OF MAINTENANCE OF ROADWAY.

Allotted to Passenger Transportation :

Repairs of road-bed and way, exclusive of iron,	\$950,624 24
Cost of iron for repairs,	397,347 72
Repairs of buildings,	125,676 29
Repairs of fences and gates,	28,268 50
Taxes on real estate,	147,014 19
	\$1,649,130 94

Allotted to Freight Transportation :

Repairs of road-bed and way, exclusive of iron,	\$1,373,095	49
Cost of iron for repairs,	607,949	65
Repairs of buildings,	190,141	06
Repairs of fences and gates,.....	43,526	26
Taxes on real estate,.....	211,749	40
	<u>\$2,426,461</u>	<u>86</u>

Allotted to passenger transportation,	\$1,649,130	94
Allotted to freight transportation,.....	2,426,461	86
Other costs not allotted,.....	432,795	11

Total cost of maintenance of roadway,	<u>\$4,508</u>	<u>387</u>	<u>91</u>
---	----------------	------------	-----------

Total cost, excluding city roads,.....	<u>\$4,374,217</u>	<u>54</u>
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TABLE F.

COST OF REPAIRS OF MACHINERY.

Allotted to Passenger Transportation :

Repairs of engines,	\$445,689	80
Repairs of cars,	454,873	10
Repairs of tools, &c.,	39,252	37
Incidental expenses, oil, fuel, &c.,.....	47,610	50
	<u>\$987,425</u>	<u>77</u>

Allotted to Freight Transportation :

Repairs of engines,.....	\$659,032	91
Repairs of cars,	848,533	73
Repairs of tools, &c.,	51,722	27
Incidental expenses, oil, fuel, &c.,.....	67,908	84
	<u>\$1,627,197</u>	<u>75</u>

Allotted to passenger transportation,	\$987,425 77
Allotted to freight transportation,.....	1,627,197 75
Other costs not allotted,.....	68,709 04
Total cost of repairs of machinery,	\$2,683,332 56
Total cost, excluding city roads,.....	\$2,624,586 35

TABLE G.

COST OF OPERATING THE ROADS.

Allotted to Passenger Transportation :

Office expenses, stationery, &c.,.....	\$62,676 22
Agents and clerks,.....	321,203 23
Labor, loading and unloading freight,.....	11,731 64
Attendance of porters, watchmen and switchmen,	192,003 76
Wood and water station attendance,.....	33,757 98
Conductors, baggagemen and brakemen,	286,559 80
Enginemen and firemen,.....	266,112 41
Fuel, and cost of labor in preparing for use,...	721,536 37
Oil and waste for engines and tenders,	84,275 22
Oil and waste for cars,.....	15,137 88
Loss and damage of goods and baggage,	2,070 51
Damages for injuries to persons,	49,104 08
Damages for property and for cattle killed,....	14,007 49
General superintendence,	85,001 68
Contingencies,	365,745 23
	\$2,511,023 50

Allotted to Freight Transportation :

Office expenses, stationery, &c.,.....	\$49,004 59
Agents and clerks,.....	448,182 48
Labor, loading and unloading freight,.....	634,140 14
Attendance of porters, watchmen and switchmen,	257,095 59
Wood and water station attendance,.....	45,734 41
Conductors, baggagemen and brakemen,	356,026 91
Carried forward,.....	\$1,790,184 12

Brought forward,.....	\$1,790,184	12
Enginemen and firemen,.....	401,581	03
Fuel, and cost of labor in preparing for use,...	996,741	20
Oil and waste for engines and tenders,.....	127,848	66
Oil and waste for cars,	45,528	55
Loss and damage of goods and baggage,	66,344	97
Damages for injuries to persons,	13,633	78
Damages for property and for cattle killed,....	24,513	03
General superintendence,	106,810	69
Contingencies,	327,001	99
	<u>\$3,900,188</u>	<u>02</u>
Alotted to passenger transportation,	\$2,511,023	50
Alotted to freight transportation,.....	3,900,188	02
Other costs not allotted,.....	1,461,277	06
	<u>\$7,872,488</u>	<u>58</u>
Total cost, excluding city roads,.....	<u>\$6,467,918</u>	<u>89</u>

TABLE H.

EARNINGS AND PAYMENTS.

Earnings:

From passenger business,.....	\$9,533,934	82
The same, excluding city roads,.....	7,264,160	57
From freight business, city roads excluded,...	13,009,783	99
From other sources,.....	991,750	60
The same, excluding city roads,.....	937,298	16
	<u>\$23,535,469</u>	<u>41</u>
Total earnings,.....	<u>21,211,242</u>	<u>72</u>
The same, excluding city roads,.....		

Payments other than for construction:

For transportation expenses,	\$15,575,532	37
The same, excluding city roads,.....	13,766,066	09
For interest,	4,892,121	03
The same, excluding city roads,.....	4,811,141	79

For dividends on stock,.....	\$2,413,929 00
The same, excluding city roads,.....	1,974,618 00
Amount carried to surplus fund,	73,042 30
The same, excluding city roads,.....	29,533 01
<hr/>	
Total payments,.....	\$22,954,624 70
The same, excluding city roads,.....	20,581,358 89
<hr/>	

TABLE I.

ACCIDENTS.

Number of passengers killed,.....	12
Number of passengers killed, excluding city roads,	7
Number of passengers injured,	34
Number of passengers injured, excluding city roads,	20
Number of employees killed,.....	59
Number of employees injured,.....	23
Number of others killed,	91
Number of others injured,	60
Total number killed,.....	162
Total number injured,	117
Total number killed, excluding city roads,	147
Total number injured, excluding city roads,	83

DEDUCTIONS FROM THE FOREGOING RESULTS.

If we exclude the city roads, we have as follows :

Average cost, per mile, of road,	\$49,276 90
Average cost, per mile, of single track,.....	32,827 35
Average number of miles traveled by each passenger,	38.91
Average number of passengers in each train,.....	55.78
Average number of miles each ton of freight was transported,	120.97
Average number of tons in each freight train,.....	82.84
Aggregate movement of passenger trains is equivalent to passing over the road,	1,942 times.
Aggregate movement of freight trains is equivalent to passing over the road,.....	2,556 times.

Average number of trains passing daily over the road, about,	12½
Average cost, per mile of road, for maintaining roadway,	\$1,648 08
Average cost, per mile of road, for repairs of machinery,	988 87
Average cost, per mile of road, for operating road,	2,436 93
Average cost, per mile of single track, for maintaining roadway,	1,097 92
Average cost, per mile of single track, for repairs of machinery,	658 76
Average cost, per mile of single track, for operating road,	1,623 44
Average sum received for carrying one passenger one mile,	2.14 cents.
Average sum received for transporting one ton of freight one mile,	1.96 cents.
Average number of miles of travel for each passenger killed,	48,279,240
Average number of miles of travel for each passenger either killed or injured,	12,516,840
Average number of passengers carried for each one killed,	1,240,593
Average amount of <i>dead weight</i> moved for each passenger carried,	1.14 tons.
Average amount of <i>dead weight</i> moved for each ton of freight transported,	1.53 tons.
Average expense is 64.89 per cent of all the earnings.	

There will be found among the documents accompanying this report, in addition to those usually given, an alphabetical list of all the railroad corporations in the state, now existing, as well as of those which ever have had an existence, under each of which reference is made to all essential legislative enactments, &c., connected with the same.

Also an abstract of titles, &c., of such general laws as relate to railroad corporations, is given.

These documents will serve as an index to all the laws relating to railroads.

For several years past the Legislature have passed many acts, authorizing the formation of railroad corporations, and have not required such corporations to comply with the General Railroad Act of 1850 in regard to making annual reports to this department. This is especially the case in regard to such roads as are operated in our larger cities by horse power. Many of these companies are not even required to file articles of association with the Secretary of State.

Were all the railroad corporations brought under the same general and uniform rules, in regard to making annual reports, as was provided for by the General Act of 1850, our annual reports, tabulations and deductions would be much more satisfactory than we are now able to make them.

At the time of the passage of the General Railroad Act of 1850, it was not foreseen that city railroads would be to any great extent introduced, and no special provisions were made in reference to this class of roads. The passenger business of the city railroads operated by horse power is now very large, compared with the interior roads of long transit, operated by steam power. The whole number of passengers carried on the city roads during the past year is 49,444,490, while upon the other roads only 8,684,189 have been carried; and the amount received from passenger business on the city roads is \$2,269,774.25, while the amount from the other roads is \$7,264,160.57. Since 1850, great and important changes have been made in the management of railroads; and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance, we are unable to distinguish the way freight from that which passes over the entire length of the road; neither can we determine whether the movement is to or from *tide water*. We have no separate account of the live stock which is transported; no special account of the milk business; and there are many other particulars which it is important to have given in detail which cannot now be reached.

I would therefore suggest that the General Railroad Act of 1850 be revised, especially that portion which relates to the form of the annual report to be made to this department, and that a special form be adopted for city roads.

Respectfully submitted,

VAN R. RICHMOND.

DOCUMENTS

ACCOMPANYING THE ANNUAL REPORT ON RAILROADS.

1. Reports of the different railroad companies, for the year ending September 30, 1861, from No. 1 to No. 64, inclusive.

2. Tabulated results compiled from the reports of the respective companies, comprised in tables A, B, C, D, E, F, G, H and I.

3. Tables of comparative statements, for five consecutive years, 1857, 1858, 1859, 1860, 1861, of the most important statistics, as reported by the respective companies.

4. An alphabetical list of all the railroad corporations now existing, as well as of those which ever had an existence, under each of which reference is made to all essential legislative enactments, &c., connected with the same.

5. An abstract of titles, &c., of such general laws as relate to railroad corporations.

6. Comptroller's apportionment of expenses charged to railroad companies, for the year ending September 30, 1861.

7. A map of the state, 22 inches by 29 inches, on which is given the position of all the railroads of the state.

(No. 1.)

ADIRONDAC ESTATE AND RAILROAD CO.

STATE OF NEW YORK, }
City and County of New York, } ss:

A. D. Inglis, Treasurer of the Adirondac Estate and Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) A. D. INGLIS, *Treasurer.*

Subscribed and sworn to before me, }
 this 30th day of November, 1861, }

JOSEPH A. CUTLER,

Notary Public, City of New York.

STOCK AND DEBTS.

Capital stock, as by charter,	\$5,000,000 00
Amount of stock subscribed,	5,000,000 00
Amount paid in, as by last report,	300,000 00
Total amount now paid in of capital stock,*...	5,000,000 00
The amount now of floating debt.	16,489 65
Total amount now of funded and floating debt,	16,489 65

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
Land, land damages and fences,	\$270,000 00	\$270,000 00
Engineering and agencies, .....	.....	13,593 62
Total cost of road and equipment,	\$270,000 00	\$283,593 62

CHARACTERISTICS OF ROAD.

Length of road, 300 miles.

* Of the \$5,000,000.00 paid in of capital stock, \$4,700,000.00 was appropriated to the land department.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

DUDLEY S. GREGORY,	JERSEY CITY, N. J.
JAMES R. THOMPSON,	JERSEY CITY, N. J.
J. C. BANCROFT DAVIS,	NEW YORK.
HENRY L. PIERSON,	NEW YORK.
HEZRON A. JOHNSON,	NEW YORK.
J. SIMPSON,	NEW YORK.
ALEX'R D. INGLIS,	NEW YORK.
MONTGOMERY H. THROOP,	UTICA, N. Y.
J. J. RUSSELL,	BIRMINGHAM, ENGLAND.
JOHN ROBINSON,	LONDON, ENGLAND.
C. SEALE HAYNE,	LONDON, ENGLAND.
HENRY A. HANKEY,	LONDON, ENGLAND.

(One vacancy).

D. S. GREGORY, <i>President</i> ,	JERSEY CITY, N. J.
A. D. INGLIS, <i>Treasurer</i> ,	NEW YORK.
E. D. SAXTON, <i>Secretary</i> ,	NEW YORK.
A. F. EDWARDS, <i>Engineer</i> ,	SARATOGA SPRINGS, N. Y.

Communications intended for this company should be addressed
No. 41 Wall street, Jauncey court, city and county of New
York.

The undersigned has caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and has examined them as far as
practicable, and believes them to be correct.

(Signed) A. D. INGLIS, *Treasurer*.

(No. 2.)

ALBANY.

ALBANY, Dec. 16, 1861.

GEO. R. PERKINS,
Deputy State Engineer:

No steps have been taken to construct the Albany Railroad.

Yours,
 (Signed) THOMAS W. OLCOTT.

(No. 3.)

ALBANY AND SUSQUEHANNA.

STATE OF NEW YORK, }
Albany City and County, } ss:

Richard Franchot, President, and H. H. Hickcox, Treasurer, of the Albany and Susquehanna Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) R. FRANCHOT, *President.*
 H. H. HICKCOX, *Treasurer.*

Subscribed and sworn to, before me, }
 this 25th day of November, 1861, }

H. W. McCLELLAN,
Commissioner of Deeds, Albany City.

STOCK AND DEBTS.

Capital stock, as by charter,*	\$1,400,000 00
Amount of stock, subscribed,	1,877,800 00
Amount paid in, as by last report,	507,957 08
Total amount now paid in of capital stock,	647,191 00
Floating debt, as by last report,	46,139 46
The amount now of floating debt,	17,239 55
Total amount now of funded and floating debt,	17,239 55

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$238,203 32	\$323,259 13
For bridges,	4,358 15	8,005 45
Superstructure, including iron,		8,175 46
Land, land damages and fences,	134,696 19	165,973 11
Engineering, agencies and contingents,	170,963 69	†193,264 59
Total cost of road and equipment,	\$548,221 35	\$698,677 74

CHARACTERISTICS OF ROAD.

Length of road,	140 miles.
Length of main line of road from Albany to Bing-	
hamton,	140 miles.

* Increased to \$4,000,000 by chap. 384, Laws of 1859.

† The expenditures for "Engineering, agencies and contingents," from the organization of the Company in 1851, to the suspension of the contract with Morris, Miller, Baker & Co., in 1854, and including the preliminary surveys of various routes, under Messrs. Inches and Kirkwood, in 1852 and 1853, amounted to, \$130,801 12
 From 1854 to the date of this report, 62,463 47
 Making, as above, \$193,264 59

NAMES AND RESIDENCES OF OFFICERS.

Directors.

EZRA P. PRENTICE,	ALBANY, ALBANY Co.
ROBERT H. PRUYN,	ALBANY, ALBANY Co.
GEORGE H. THACHER,	ALBANY, ALBANY Co.
CHARLES COURTER,	COBLESKILL, SCHOHARIE Co.
JOSEPH H. RAMSEY,	LAWYERSVILLE, SCHOHARIE Co.
RICHARD FRANCHOT,	MORRIS, OTSEGO Co.
JARED GOODYEAR,	MILFORD, OTSEGO Co.
E. R. FORD,	ONEONTA, OTSEGO Co.
A. B. WATSON,	UNADILLA, OTSEGO Co.
JOHN COOK,	WORCESTER, OTSEGO Co.
LEVI DIMMICK,	BINGHAMTON, BROOME Co.
ALONZO EVERTS,	BINGHAMTON, BROOME Co.
LEWIS NORTHRUP,	COLESVILLE, BROOME Co.

RICHARD FRANCHOT, *President.*

H. H. HICKCOX, *Treasurer and Secretary*, ALBANY.

CHARLES W. WENTZ, *Engineer*, ALBANY.

Communications intended for this Company should be addressed No. 73 State street, Albany, Albany County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. FRANCHOT, *President.*
H. H. HICKCOX, *Treasurer.*

(No. 4.)

ALBANY AND VERMONT.

TREASURER'S OFFICE,
Troy, Dec. 6th, 1861.

GEO. R. PERKINS, Esq.,

Deputy State Engineer and Surveyor, Albany, N. Y. :

SIR: I have your circular note of this date, asking for the annual report of this company.

This road was leased (all that part of it in operation) to the Rensselaer and Saratoga Railroad Company, by an instrument bearing date the 12th day of June, 1860, a copy of which is set forth in the report of last year, and to which reference is made, and the road is operated by that company.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JAMES FORSYTH,.....	TROY.
JOSEPH M. WARREN,.....	TROY.
JOHN B. WOOL,.....	TROY.
JOHN B. GALE,.....	TROY.
T. W. LOCKWOOD,.....	TROY.
GEORGE H. CRAMER,.....	TROY.
BENJ. H. HALL,.....	TROY.
E. THOMPSON GALE,.....	TROY.
W. HOWARD HART,.....	TROY.
CORNELIUS L. TRACY,.....	TROY.
CHAS. W. TILLINGHAST,.....	TROY.
SEPTIMUS CROOKS,.....	NEW YORK.
ABIJAH MANN, JR.,.....	NEW YORK.

JAMES FORSYTH, *President*,..... TROY.

JOSEPH M. WARREN, *Vice-President*,..... TROY.

T. W. LOCKWOOD, *Secretary and Treasurer*,..... TROY.

The principal office and address of the company is at 261 River street, Troy, New York.

(Signed) T. W. LOCKWOOD, *Treasurer*.

TREASURER'S OFFICE,

Albany, Dec. 10th, 1860.

GEORGE R. PERKINS, Esq.,

Deputy State Engineer and Surveyor, Albany :

Sir : I have your circular note of December 6th, asking for annual report of this company for the year ending 30th September last.

This company was formed by the first mortgage bondholders of the Albany Northern Railroad Company, who became the purchasers of the line of road constructed by that company, upon a sale thereof under foreclosure of the mortgage referred to.

The amount of the capital stock of the company was made equal to the amount of the bonds secured by the mortgage, six hundred thousand dollars, and that amount represents the nominal cost of road to this company.

After the organization of this company became perfected, as before stated, that part of the line of road lying between Albany and the junction with the road of the Rensselaer and Saratoga Railroad Company, above Waterford, being eleven and one-half miles, was leased to the last named company in perpetuity. The residue of the line, lying between the junction named and Eagle Bridge, has not been operated by this company.

I hand you, herewith, a copy of the lease above referred to, and also the names and residence of the officers and directors of the company.

(Signed) GILBERT L. WILSON, *Treasurer.*

(No. 5.)

ALBANY AND WEST STOCKBRIDGE.

STATE OF NEW YORK, }
Albany County, } ss :

Thomas W. Olcott, President, and Henry Gray, acting Superintendent of operations of the Albany and West Stockbridge Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) THOMAS W. OLCOTT.
 HENRY GRAY, *Superintendent.*

Subscribed and sworn to before me, }
 this 20th day of November, 1861, }

WM. H. HASKELL,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,000,000 00
Amount of stock subscribed,.....	1,000,000 00
Amount paid in, as by last report,.....	1,000,000 00
Total amount now paid in of capital stock,....	1,000,000 00
Funded debt, as by last report,.....	1,389,559 22
Total amount now of funded debt,.....	1,388,359 22
Total amount now of funded and floating debt,	1,388,359 22
Average rate, per annum, of interest on funded debt,	6 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$1,005,910 96	\$1,005,910 96
For Bridges.*		
Superstructure, including iron,	647,043 72	647,043 72
Passenger and freight stations, buildings and fixtures,	252,006 22	252,006 22
Engine and car-houses, machine shops, machinery and fixtures,	42,976 68	42,976 68
Land, land damages and fences,	207,477 99	206,277 99
Engineering and agencies,	234,143 65	234,143 65
Total cost of road and equipment,	\$2,389,559 22	\$2,388,359 22

CHARACTERISTICS OF ROAD.

Length of road,	38 miles.
Length of road laid,	38 "
Length of double track, including sidings,	44 "
Number of engine-houses and shops,	<u>3</u>

Length of main line of road from Greenbush to State line, 38 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	104,001
Number of miles run by freight trains,	206,964
Number of passengers (all classes) carried in cars, ..	193,242
Number of miles traveled by passengers, or number of passengers carried one mile,	5,198,051
Number of tons, of 2,000 pounds, of freight carried in cars,	328,286
Total movement of freight, or number of tons carried one mile,	10,472,279
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25

* In constructing the Albany and West Stockbridge railroad, no separate amount was kept of the cost of bridges; therefore this amount cannot be separately reported.

Rate of speed of same, when in motion,	30
Average rate of speed adopted by express trains, including stops,	35
Rate of speed of same, when in motion,	40
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclu- sive of passengers and baggage,.....	84
Average weight, in tons of freight trains, exclusive of freight,.....	108

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	18,760
Of animals,.....	91,992
Of vegetable food,.....	122,764
Other agricultural products,.....	31,843
Manufactures,.....	18,760
Merchandise,.....	44,167
Total,	328,286

*The rate of fare for passengers, charged for the respective classes
per mile, as follows :*

For first class through passengers,	2½
For first class way passengers,.....	3
For second class through passengers,	1½
For second class way passengers,	2¼
For emigrant passengers,	1

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
Repairs of road-bed and railway, excepting cost of iron,	\$40,125 12	\$13,375 04	\$26,750 08
Cost of iron used in repairs,	42,500 00	14,166 66	28,333 34
Allotted to passenger transportation, } length in feet, 17,600 } weight in lbs., 252,000 }			
Allotted to freight transportation, } length in feet, 35,200 } weight in lbs., 704,000 }			
Repairs of buildings,*	14,806 51		
Repairs on fences and gates,	550 92		
Totals,	\$97,982 55	\$27,541 70	\$55,083 42

NOTE.—The Albany and West Stockbridge Railroad Company own neither cars nor engines, the road being leased to the Western Railroad Corporation. The engines and cars of the Western Railroad Corporation are used in common over both roads; and no separate account can be kept which will be accurate. All expenses of repairs are paid by the Western Railroad Corporation, to whom also accrue all the receipts.

ACCIDENT.

Killed, 1

On the 10th day of June, 1861, the passenger train from East Albany ran over and killed a man about one mile west of East Chatham Station; name unknown.

* On the 5th of July last a destructive fire occurred at East Albany, consuming entirely the freight houses and passenger buildings, and also sixty-nine freight cars, with a considerable amount of freight. The buildings are in course of reconstruction, and the losses on freight are being adjusted; but sufficient progress has not been made to allow a definite report to be made at this time.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

THOMAS W. OLCOTT,.....	ALBANY.
GEO. H. THACHER,	ALBANY.
THOMAS L. GREENE,	ALBANY.
JOHN H. REYNOLDS,.....	ALBANY.
JOHN V. L. PRUYN,	ALBANY.
GILBERT L. WILSON,	ALBANY.
WM. H. TOBEY,.....	KINDERHOOK.
VOLKERT P. DOUW,	GREENBUSH.
CHESTER W. CHAPIN,	SPRINGFIELD, MASS.
HENRY GRAY,	SPRINGFIELD, MASS.
WM. H. SWIFT,.....	BOSTON, MASS.

THOS. W. OLCOTT, *President*,..... ALBANY.

STEP. FAIRBANKS, *Treasurer*, BOSTON, MASS.

THOS. L. GREENE, *Secretary*, ALBANY.

HENRY GRAY, *Superintendent*,..... SPRINGFIELD, MASS.

Communications intended for this company should be addressed to Thos. L. Greene, Greenbush, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOMAS W. OLCOTT.
HENRY GRAY, *Superintendent*.

(No. 6.)

AVON, GENESEO AND MOUNT MORRIS.

STATE OF NEW YORK, }
Livingston County, } ss:

Edward R. Hammatt, Treasurer, and George W. Phelps, acting Superintendent of operations of the Avon, Geneseo and Mount Morris Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) E. R. HAMMATT, *Treasurer.*
 GEO. W. PHELPS, *Supt.*

Subscribed and sworn to before me, }
 this 4th day of December, 1861, }
 GEO. S. WHITNEY,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,	\$200,000 00
Amount of stock subscribed,	194,000 00
Amount paid in, as by last report,	193,000 00
Total amount now paid in of capital stock,	193,000 00
Floating debt, as by last report,	3,471 13
The amount now of floating debt,	2,223 71
Total amount now of funded and floating debt, ..	2,223 71

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$125,000 00	\$125,000 00
For bridges,	5,000 00	5,000 00
Superstructure, including iron,	50,000 00	50,000 00
Passenger and freight stations, buildings and fixtures,	1,000 00	1,166 80
Land, land damages and fences,	15,000 00	15,000 00
Locomotives and fixtures, and snow plows, .....	.....	3,000 00
Passenger and baggage cars, .....	.....	2,250 00
Freight and other cars,	4,000 00	4,000 00
Total cost of road and equipment,	\$200,000 00	\$205,416 80

CHARACTERISTICS OF ROAD.

Length of road,	15.5 miles.
Length of road laid,	15.5 miles.
Length of double track, including sidings, .....	.5 miles.
Weight of rail, per yard, on main track,	58 pounds.
Number of engine houses and shops,	1
Number of engines,	1
Number of 1st class passenger cars (rated as 8-wheel cars),	2
Number of baggage, mail and express cars (rated as 8-wheel cars),	1
Number of freight cars (rated as 8-wheel cars),	6
Length of main line of road from Avon to Mount Morris,	<u>15.5 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,*	20,032
Number of miles run by freight trains,	
Number of passengers (all classes) carried in cars,	21,231
Number of miles traveled by passengers, or number of passengers carried one mile,	329,060
Number of tons, of 2,000 pounds, of freight carried in cars,	1,300

* Freight and passenger trains run together.

Total movement of freight, or number of tons carried one mile,	20,150
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	16
Rate of speed of same, when in motion,	18
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	34

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	150
Of animals,	70
Of vegetable food,	200
Other agricultural products,	500
Manufactures,	60
Merchandise,	270
Other articles,	50
Total,	1,300

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	3 cents.
For first class way passengers,	3 cents.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$1,500 00
Repairs of buildings,	39 80
Taxes on real estate,	387 94
Total,	\$1,927 74

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$571 52
Repairs of passenger and baggage cars,.....	354 52
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	200 00
Total,	<u>\$1,126 04</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$78 13
Agents and clerks,.....	900 00
Labor, loading and unloading freight,.....	50 00
Conductors, baggage and brakemen,.....	1,114 00
Enginemen and firemen,.....	996 00
Fuel, cost and labor of preparing for use,	1,200 00
Oil and waste for freight cars,	420 00
Loss and damage of goods and baggage,.....	24 00
Damage to property, including damages by fire and cattle killed on road,.....	10 00
Total,	<u>\$4,792 13</u>

EARNINGS AND CASH RECEIPTS.

1st. Earnings :

From passengers,.....	\$9,771 71
From freight,	3,825 38
From other sources,.....	860 00
Total,	<u>\$14,457 09</u>

2d. Receipts :

From passengers,.....	\$9,771 71
From freight,	3,825 38
Mail,	560 00
Express,	300 00
Total,	<u>\$14,457 09</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

WILLIAM KIDD,	ROCHESTER, N. Y.
ANSON BRONSON,	ROCHESTER, N. Y.
MORTIMER F. REYNOLDS,	ROCHESTER, N. Y.
DAVID BANGS,	CHILI, N. Y.
JAMES S. WADSWORTH,	GENESE0, N. Y.
EDWARD R. HAMMATT,	GENESE0, N. Y.
HENRY P. NORTH,	GENESE0, N. Y.
CHAS. H. CARROLL,	GROVELAND, N. Y.
JOHN R. MURRAY,	NEW YORK.
GEORGE W. PHELPS,	MOUNT MORRIS, N. Y.
REUBEN P. WISNER,	MOUNT MORRIS, N. Y.
GEORGE S. WHITNEY, ...	MOUNT MORRIS, N. Y.
HIRAM P. MILLS,	MOUNT MORRIS, N. Y.

WILLIAM KIDD, *President*,..... ROCHESTER, N. Y.

E. R. HAMMATT, *Treasurer and Secretary*, GENESE0, N. Y.

GEORGE W. PHELPS, *Superintendent*,.... MOUNT MORRIS, N. Y.

Communications intended for this company should be addressed
E. R. Hammatt, Secretary and Treasurer, Geneseo, N. Y.; or,
George W. Phelps, Superintendent, Mount Morris, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and have examined them as far as
practicable and believe them to be correct.

(Signed) E. R. HAMMATT, *Treasurer*.
GEO. W. PHELPS, *Superintendent*.

(No. 7.)

BLOSSBURGH AND CORNING.

STATE OF NEW YORK, }
Steuben County, } ss:

Duncan S. Magee, acting Superintendent of operations of the Blossburgh and Corning Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) DUNCAN S. MAGEE.

Subscribed and sworn to before me, }
 this 14th day of December, 1861, }

RUFUS ARNOLD,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$250,000 00
Amount of stock subscribed,	250,000 00
Amount paid in, as by last report,	250,000 00
Total amount now paid in of capital stock,	250,000 00
Funded debt, as by last report,	220,000 00
Total amount now of funded debt,	220,000 00
Total amount now of funded and floating debt, .	220,000 00
Average rate, per annum, of interest on funded debt,	<u><u>6$\frac{5}{10}$ per cent.</u></u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
Gross sum paid for the road,*	\$495,000 00	\$495,000 00
Engine and car-houses, machine shops, machinery and fixtures,	374 78	374 78
Land, land damages and fences,	941 50	941 50
Engineering and agencies,	345 00	345 00
Total cost of road and equipment,	\$496,661 28	\$496,661 28

CHARACTERISTICS OF ROAD.

Length of road,	14.83 miles.
Length of road laid,	14.83 "
Length of double track, including sidings,	1.62 "
Weight of rail, per yard, on main track,	58 pounds.
Number of engine-houses and shops,	2
Length of main line of road from Corning to State Line,	<u>14.83 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	9,272
Number of miles run by freight trains,	15,803
Number of passengers (all classes) carried in cars, ..	10,269
Number of miles traveled by passengers, or number of passengers carried one mile,	144,337
Number of tons, of 2,000 pounds, of freight carried in cars,	125,384
Total movement of freight, or number of tons carried one mile,	1,866,473
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Rate of speed of same, when in motion,	18
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15

* This road was purchased after it was built, so its total cost can only be given.

Average weight, in tons, of passenger trains, exclusive of passengers and baggage,.....	127
Average weight, in tons, of freight trains, exclusive of freight,.....	170

The amount of freight, specifying the quantity in tons :

Of the products of the forest,.....	20,930
Of vegetable food,.....	} Very little, and included in mer- chandise.
Other agricultural products,.....	
Manufactures,	
Merchandise,	3,363
Other articles, coal,	101,091
Total,	125,384

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,.....	3 cents.
For first class way passengers,.....	3 cents.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,*.....	\$3,750 00
For depreciation of way,.....	8,400 00
Repairs of buildings,.....	13 48
Taxes on real estate,.....	1,198 70
	<u>\$13,362 18</u>

EXPENSES OF OPERATING ROAD.†

Agents and clerks,	\$175 12
General superintendence,.....	1,000 00
Contingencies,.....	138 61
	<u>\$1,313 73</u>

* The road-bed, including the iron, is kept in repair by contract.

† This road is operated by the Tiooga Railroad Company.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

*1st. Earnings.**

From passengers,	\$2,888 75
From freight,	28,169 24
From other sources (U. S. mails),	487 80
Total,	<u>\$31,545 79</u>

2d. Receipts.

From passengers,	\$2,888 75
From freight,	28,169 24
U. S. mails,	487 80
Total,	<u>\$31,545 79</u>

3d. Payments, other than for construction.

For transportation expenses.†	
For interest,	<u>\$14,350</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JOHN MAGEE,	BATH.
JOSEPH FELLOWS,	BATH.
FREDERICK DAVIS, JR.,	WATKINS.
DAVID BUMSEY,	BATH.
THOMAS J. MAGEE,	HORNELLVILLE.
WILLIAM GULICK,	PRINCETON, N. J.
PERRY S. DONAHE,	BATH.
WM. H. BULL,	BATH.
DANIEL C. HOWELL,	BATH.
HORATIO SEYMOUR,	UTICA.
ROBERT B. VAN VALKENBURGH,	BATH.
SAMUEL D. HUNTER,	BATH.
DUNCAN S. MAGEE,	WATKINS.

JOHN MAGEE, *President*, BATH.DUNCAN S. MAGEE, *Treasurer and Secretary*,.. WATKINS.

Communications intended for this company should be addressed
 Corning, Steuben county, N. Y.

* As reported by the Tloga Railroad Company.

† Not known, no settlement having been made with the Tloga Railroad Company.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DUNCAN S. MAGEE.

(No. 8.)

BROADWAY RAILROAD OF BROOKLYN.

STATE OF NEW YORK, }
Kings County, } ss:

Geo. Field, Treasurer, and Thos. J. Cochran, acting Superintendent of operations of the Broadway Railroad Company of Brooklyn, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) GEO. FIELD, *Treasurer.*
 T. J. COCHRAN, *Sup't.*

Subscribed and sworn to before me, }
 this 16th day of Dec., 1861, }

WM. TRUSLOW MORGAN,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$200,000 00
Amount of stock subscribed,	200,000 00
Amount paid in, as by last report,.....	200,000 00
Total amount now paid in of capital stock,.....	200,000 00
Funded debt, as by last report.	14,000 00
Total amount now of funded debt (bond and mortgage),	35,959 86
Floating debt, as by last report,	3,800 00
The amount now of floating debt,.....	521 45
Total amount now of funded and floating debt,..	36,481 31
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
Superstructure, including iron, real estate } and buildings, }	\$155,266 26	\$164,249 93
Passenger cars,	13,600 00	16,100 00
Office fixtures and furniture,	328 75	337 75
Engineering, .....	.....	160 00
Horses, harness, stages, sleighs and miscel- } laneous articles, }	53,638 68	53,700 96
Total cost of road and equipment,	\$222,833 69	\$234,548 64

CHARACTERISTICS OF ROAD.

Length of road, about	5.38 miles.
Length of road laid,	5.38 "
Length of double track, including sidings,	5 3S "
Weight of rail, per yard, on main track,	45 pounds.
Number of shops,	2
Number of 1st class passenger cars,	28

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars and stages, ..	434,145
Number of passengers (all classes) carried in cars and stages,	1,003,193
Average weight of 20 passenger cars (pounds),	2,600
Average weight of 8 passenger cars (pounds),	3,500

The rate of fare charged for passengers as follows :

Rates of fare on Broadway (adults),	5 cents.
" " " (children),	3 "
Morrell Street branch (all classes),	3 "

EXPENSES OF OPERATING THE ROAD.

Office expenses, rent, stationery, &c.,	\$606 23
Interest,	985 25
Repairs,	104 10
Carried forward,	\$1,695 58

Brought forward,	\$1,695 58
Conductors and all other employees, repairs of roads, harness and horse-shoeing,	16,747 48
Hay and feed,	9,885 62
Oil and waste for cars,	270 03
General superintendence and salaries of officers, ..	2,200 00
Contingencies, taxes, insurance, &c.,	4,411 67
	<u>\$35,210 38</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$44,772 32
From other sources,	1,614 48
Total,	<u>\$46,386 80</u>

2d. Receipts :

From passengers,	\$44,772 32
From manure, &c.,	1,614 48
Total,	<u>\$46,386 80</u>

3d. Payments, other than for Construction :

For operating expenses,	\$34,121 03
Dividend,	7,000 00
Total,	<u>\$41,121 03</u>
Total amount of surplus fund,	<u>\$15,598 90</u>

ACCIDENTS.

Killed,	1
Injured,	2

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

December 6. Timothy Delaney, driver of car No. 104, was thrown from his seat by a collision with a cart at Johnson

(No. 2.)

BROOKLYN CENTRAL AND JAMAICA.

STATE OF NEW YORK, }
Kings County, } ss:

William B. Hunter, Treasurer, and L. O. Richardson, Superintendent, of the Brooklyn Central and Jamaica Railroad Company, of Brooklyn, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge and belief.

(Signed) W. B. HUNTER, *Treasurer.*
 L. O. RICHARDSON, *Supt.*

Subscribed and sworn to before me, }
 this 5th day of December, 1861, }

JOHN LOUGHLIN,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$500,000 00
Amount of stock subscribed,.....	492,050 00
Amount paid in, as by last report,.....	448,750 00
Total amount now paid in,.....	492,050 00
Funded debt, as by last report,	85,000 00
Total amount now of funded debt,	161,480 04
Floating debt, as by last report,	42,102 22
Amount now of floating debt,.....	96,690 86
Total amount now of funded and floating debt,..	258,170 90
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

Amount paid for Brooklyn and Jamaica Railroad,	\$310,846	36
Superstructure, including new track from Bedford to East New York and Greenwood, also stables, car-houses, engine-houses, machine shops, machinery, fixtures, engineering and agencies,....	280,558	38
Passenger and freight cars,	58,015	61
Horses, harness and locomotives,	48,681	92
Real estate,	38,053	34
Total,	\$736,155	61

CHARACTERISTICS OF ROAD.

Length of road,	14.50 miles.
Length of road laid,	14.50 "
Length of double track, including sidings,	9.33 "
Weight of rail per yard,	{ 33, 42 and 56 lbs.
Number of shops and engine-houses,	4
Number of 1st class passenger car (4-wheel), seats for 20 passengers,	36
Number of 2d class passenger cars (4-wheel). seats for 16 passengers,	3
Number of 1st class passenger cars (8-wheel), seats for 60 passengers,	5
Number of excursion cars (8-wheel),	3
Number of freight cars (4-wheel),	12
Locomotives,	1
Snow plows,	2
Average rate of speed of horse cars,	6 miles.
Average rate of speed of steam cars,	20 "

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by horse cars,	662,627
Number of miles run by steam cars, since commencement, say 4 months,	15,060
Number of passengers carried by horse cars,	1,637,123

Number of passengers carried by steam cars,....	58,072
Average weight of horse passenger cars,	4,200 lbs.
Average weight of steam passenger cars,.....	8,000 lbs.

Rates of fare for passengers, charged as follows:

City cars, adults,	5 cents.
City cars, children,	3 "
Jamaica cars, adults,	20 "
Jamaica cars, children,	10 "

EXPENSES OF OPERATING THE ROAD.

Office expenses, rent, clerks, stationery, &c.,	\$1,492 24
Conductors, drivers, stablemen, watchmen, switchmen, &c.,	43,760 26
Hay and feed,	23,192 76
Repairs, horse-shoeing, &c.,	3,790 20
General superintendence,	1,500 00
Contingencies, fluid, oil and waste, insurance, &c.,	7,542 83
Fuel,	1,180 42
Taxes, assessment and license,	1,481 98
Casualties,	651 26
Total,	\$84,591 94

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	\$87,445 09
From other sources,	34,658 80
	\$122,103 89

2d. Receipts:

From passengers,	\$87,445 09
From Long Island Railroad Company, rent,	24,382 56
From manure,	1,255 76
From city award,	8,257 50
From freight and wharfage,	762 98
	\$122,103 89

3d. Payments, other than for construction and real estate:

For operating expenses,	\$84,591 94
For dividends upon stock, 8 per cent,.....	9,411 00
For interest on bonds,.....	5,950 00
For interest,	4,943 60
	<hr/>
	\$104,896 54
	<hr/>

ACCIDENTS.

Killed,.....	1
Injured,.....	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1861.

June 15. Thomas Kearney, aged about 45 years, a track peddler, was killed by the locomotive, in the rear of Union course. Kearney, with his horse and wagon, was on the north side of the track or roadway of the company, looking through the crevices of the fence enclosing the race course, and watching for the result of the race then pending. While in this attitude, the locomotive, with its bell ringing, approached, the horse took fright, and in his endeavor to save his horse, Kearney was thrown across the track and under the locomotive, and killed instantly. An inquest was held, and the verdict of the jury acquitted the company and its employees fully of all blame in the premises.

June 20. Charles Anderson, a lad 12 years of age, accompanying an excursion party, and while the cars were waiting for steam at East New York, left his car and seated himself on the outside of the turn table, while the engine was being turned upon it. The table, as it came round, without being observed by the employees, struck the leg of the boy and fractured it; amputation ensued, and the lad recovered.

June 25. Ann Cassidy, 6 or 8 years of age, in playing upon the slope of the tunnel, slipped and fell upon the track as a car was passing. Her foot was injured, but has since recovered from the accident.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

RICHARD H. THOMPSON,	BROOKLYN.
WILLIAM B. HUNTER,	BROOKLYN.
E. K. SCRANTON,	BROOKLYN.
CHARLES STANTON,	BROOKLYN.
J. W. GILBERT,	BROOKLYN.
GEORGE REMSEN,	BROOKLYN.
CHARLES KELSEY,	BROOKLYN.
H. H. DICKINSON,	BROOKLYN.
IRA SMITH,	BROOKLYN.
DANIEL BROOKS,	BROOKLYN.
WILLIAM H. OTIS,	BROOKLYN.
JACOB FROST,	HEMPSTEAD.
NATHAN SHELDON,	JAMAICA.

R. H. THOMPSON, PRESIDENT.

W. B. HUNTER, VICE-PRESIDENT AND TREASURER.

CHARLES KELSEY, SECRETARY.

L. O. RICHARDSON, SUPERINTENDENT.

Communications intended for this Company should be addressed
No. 2 Atlantic street, Brooklyn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. B. HUNTER, *Treasurer.*
 L. O. RICHARDSON, *Supt.*

(No. 10.)

BROOKLYN CITY.

STATE OF NEW YORK, }
Kings County, } ss:

Charles C. Betts, Treasurer, and Montgomery Queen, acting Superintendent of operations of the Brooklyn City Railroad Company, being severally sworn, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) CHARLES C. BETTS, *Treasurer.*
 MONTGOMERY QUEEN, *Supt.*

Subscribed and sworn to before me, }
 this 31st day of October, 1861, }

D. G. STRANAHAN, *Com. of Deeds.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,000,000 00
Amount of stock subscribed,.....	1,000,000 00
Amount paid in, as by last report,	1,000,000 00
Total amount now paid in of capital stock,....	1,000,000 00
Funded debt, as by last report,	None.
Total amount now of funded debt,	174,000 00
Floating debt, as by last report,	130,000 00
The amount now of floating debt,.....	30,000 00
Total amount now of funded and floating debt,	204,000 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry, including pavements, &c.,	Included in	contracts.
For bridges,	\$3,107 02	\$3,107 02
Superstructure, including iron,	669,987 13	740,281 15
Office, stables, car houses, mills, machine shops, machinery and fixtures, including land,	239,833 22	252,869 23
Land damages,	80 00	80 00
Passenger cars,	120,922 11	125,922 11
Engineering and agencies,	6,181 05	7,924 63
Horses, mules, harness, &c.,	161,075 61	158,415 61
Real estate (houses and lots),	7,167 84	7,167 84
Stages, sleighs, and miscellaneous articles, ..	53,871 88	52,859 38
Total cost of roads, equipment and real estate,	\$1,262,225 86	\$1,348,626 97

CHARACTERISTICS OF ROAD.

Length of road,	30.21 miles.
Length of road laid,	28.31 "
Length of double track, including sidings,	26.96 "
Length of branches into car-houses owned by the company laid, single track, .....	.91 "
Weight of rail, per yard, on main track,	64 pounds.
Number of shops,	7
Number of 1st class passenger cars,	140
Number of omnibus passenger cars,	29

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger cars,	2,862,023
Number of passengers (all classes) carried in cars, ..	10,498,724
Average weight of passenger cars,	4,600 lbs.

The rate of fare for passengers, charged for the respective classes per mile, as follows :

Adults,	5 cents.
Children,	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including pavements, excepting cost of iron,	\$4,348 92
Repairs of buildings,	1,583 29
Taxes on real estate,	1,868 58
Total,	<u>\$7,820 79</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$152 98
Clerks and receivers,	4,000 81
Engineer, miller and assistants,	1,406 17
Foremen of stables, starters, watchmen, switch-tenders, stablemen, turntablemen, conductors and drivers,	177,683 43
Hay and feed,	100,723 56
Fuel for mill and shops,	1,409 34
Horses,	1,340 00
Horse-shoeing,	12,318 55
Harness,	4,864 32
Oil and waste for passenger cars,	736 93
Repairing cars,	20,523 14
Damage for injuries of persons,	2,003 00
Damage to property,	209 46
General superintendence and salaries of officers, ..	12,999 98
Contingencies, including taxes, personal property, insurance, licenses, &c.,	43,678 17
Total,	<u>\$384,049 84</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$504,233 22
From other sources,	10,658 33
Total,	<u>\$514,891 55</u>

2d. Receipts :

From passengers,.....	\$504,233 22
Interest,	1,520 94
Manure,	4,906 58
Cards and papers,	1,116 67
Rent,	1,037 00
Wood, old iron, &c.,	1,335 32
Use of track,	358 33
Horse-keeping, &c.,.....	30 80
Feed,	331 25
Damages to cars, &c.,.....	21 44
Total,	\$514,891 55

3d. Payments, other than for construction :

For operating expenses,	\$391,870 63
For interest,	10,491 99
For dividends on stock, amount and rate per cent, 8 per cent,.....	80 000 00
To payments to surplus fund, to Aug. 1st,.....	14,626 76
Total,	\$496,989 38
Total of surplus fund (Aug. 1, 1861),.....	\$134,382 84

ACCIDENTS.

	Killed.	Injured.
Passengers,	2	
Employees,.....	1	
Others,	1	4
Total,	4	4

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

Nov. 14. Jacob S. Amberman was thrown from a load of hay by driving his wagon against a car, while it was passing over

the switch at Fulton avenue depot. His ankle was considerably injured.

Dec. 3. Robert Johnson, in attempting to cross Sands street, was thrown down by the mules, and the car ran upon him; seriously injured.

Dec. 12. Andrew P. Scholl, driver of a dirt cart which came in collision with a car on Myrtle avenue, was seriously injured.

1861.

Aug. 26. Patrick Carroll was run over by a Flushing avenue car, near Bedford avenue, about 12 o'clock at night, while lying across the track, intoxicated, and so seriously injured that he died. The night was so dark he could not be seen. Verdict, "Accidental."

Sept. 3. A child of William Pearce, 3 years old, was run over in Fulton avenue, and so seriously injured that part of the foot was amputated.

Sept. 13. George C. Ayling, conductor of a Flatbush car, in attempting to jump from one car to another as they were passing a switch, fell, and was crushed between the cars. Died from the injuries, Sept. 26. Verdict, "Accidental."

Sept. 23. George W. Brush, 11 years old, while playing on the front platform of a Green Point car, fell off, and was run over partly across the body. He died from hemorrhage. Verdict, "Accidental."

Sept. 23. John Gallagher, about 60 years of age, was run over by a Fulton avenue car, near Navy street. He was apparently intoxicated, and fell from the front platform. His leg was badly crushed, and he died from the injuries. His family sent to Europe. Verdict, "Accidental."

NAMES AND RESIDENCES OF OFFICERS.

Directors.

SEYMOUR L. HUSTED,	BROOKLYN.
JOHN KELLUM,	BROOKLYN.
GEORGE S. HOWLAND,	BROOKLYN.
THOMAS BROOKS,	BROOKLYN.
ALEXANDER STUDWELL,	BROOKLYN.
FISHER HOWE,	BROOKLYN.
CHARLES C. BETTS,	BROOKLYN.
HENRY A. KENT,	BROOKLYN.
HENRY R. PIERSON,	BROOKLYN.
WILLIAM HUNTER, Jr.,	BROOKLYN.
JAMES HOWE,	BROOKLYN.
ABRAHAM B. BAYLIS,	BROOKLYN.
HENRY C. MURPHY,	BROOKLYN.

HENRY R. PIERSON, **PRESIDENT.**

CHARLES C. BETTS, **VICE-PRESIDENT AND TREASURER.**

CHARLES W. BETTS, **SECRETARY.**

HECTOR MORRISON, **REGISTER.**

MONTGOMERY QUEEN, **SUPERINTENDENT.**

Communications intended for this company should be addressed
No. 10 Fulton street, Brooklyn, Kings County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHARLES C. BETTS, *Treasurer.*
MONTGOMERY QUEEN, *Supt.*

(No. 11.)

BROOKLYN CITY AND NEWTOWN.

STATE OF NEW YORK, }
City of Brooklyn, Kings County, } ss :

Edward Pell, Vice-President, and Warren E. Russell acting Superintendent of operations of the Brooklyn City and Newtown Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) EDWARD PELL,
 W. E. RUSSELL.

Subscribed and sworn to before me, }
 this 4th day of Dec., 1861, } .

CHAS. E. FROST, *Com. of Deeds.*

NAMES AND RESIDENCES OF OFFICERS.

Directors.

EDWARD BAKER,	NEW YORK.
E. B. CATHERWOOD,	NEW YORK.
CHARLES COLE,	NEW YORK.
SAMUEL B. DICKSON,	NEW HAVEN.
D. C. HYDE,	NEW YORK.
J. M. MOTLEY,	NEW YORK.
EDWARD PELL,	BROOKLYN.
E. B. PHELPS,	NEW YORK.
C. O. RICHARDSON,	NEW YORK.
WARREN E. RUSSELL,	BROOKLYN.
JAMES S. SLUYTER,	NEW YORK.
ANSON J. PALMER,	BROOKLYN.
S. B. WHITE,	NEW YORK.
EDWARD PELL,	ACTING VICE-PRESIDENT.
EDWARD BAKER,	TREASURER.
J. H. PROUT,	SECRETARY.
SAMUEL McELROY,	ENGINEER.
WARREN E. RUSSELL,	SUPERINTENDENT.

Communications intended for this company should be addressed
No. 17 Front street, Brooklyn.

BROOKLYN, NEW YORK,
October 3d, 1861.

GEO. R. PERKINS, Esq.,

Deputy State Engineer and Surveyor.

Sir: The undersigned respectfully report, that the contract for construction of this road was concluded a few days since, and that the work will be commenced immediately and prosecuted vigorously.

It is the intention of the company to open a portion of the line for passenger traffic on the first day of December next, and to have the residue to the city limits, in complete working order, by the 1st day of February, 1862.

EDWARD PELL, *Acting Vice-President.*

W. E. RUSSELL, *Superintendent.*

(No. 12.)

BUFFALO AND ALLEGANY VALLEY.

STATE OF NEW YORK, }
Erie County, } ss :

Aaron Riley, Secretary and Treasurer of the Buffalo and Allegany Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) AARON RILEY,
Secretary and Treasurer.

Subscribed and sworn to before me, }
 this 4th day of Dec., 1861, }

ALBERT T. HAMILTON, J. P.

STOCK AND DEBTS.

Capital stock, as by charter,	\$300,000 00
Amount of stock subscribed,	135,000 00
Amount paid in, as by last report,	16,000 00
Total amount now paid in of capital stock,	16,000 00
Funded debt, as by last report,	Unsettled.
Total amount now of funded debt,	"
Floating debt, as by last report,	"
The amount now of floating debt,	"
Total amount now of funded and floating debt, ..	"

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$16,300 00	\$16,300 00
Land, land damages and fences,	Unsettled.	Unsettled.
Engineering and agencies, supposed about, ..	5,000 00	5,000 00
Total,	\$21,300 00	\$21,300 00

CHARACTERISTICS OF ROAD.

Length of road, 30 miles.

When this company was organized, there were over thirty thousand dollars of stock subscribed. Subsequently the road was let by contract, to be built by a Boston company (to wit, Young & Co.), and they subscribed one hundred thousand dollars, which, with the other subscriptions, made the amount as stated in table of stock and debts. I cannot state with certainty the amount of debts against the company, for the reason the claims have not all been settled. The work was suspended on the road January 14, 1854, and not since resumed, except so far as to make further surveys and more definitely locate some portions of the line of the road. At the time the work was suspended, an arrangement was made with the Buffalo and Pittsburgh Railroad Company, whereby that company was to build their road over the route (or nearly so) of this company, and take the work already done by this company. But that company having failed to do so, this company procured an amendment of their charter, extending the time for completing their road, five years, from April 18, 1858, since which time some progress has been made in surveys, engineering, &c.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

PERRY G. PARKER,	BUFFALO.
ROBERT PERSON,	AURORA.
JABEZ ALLEN,	AURORA.
GEORGE H. LAPHAM,	AURORA.
HENRY Z. PERSON,	AURORA.
JAMES M. PAINE,	AURORA.
WM. C. RUSSELL,	SOUTH WALES.
PHILIP D. RILEY,	HOLLAND.
NATHAN MOREY, JR.,	HOLLAND.
BELA H. COLGROVE,	SARDINIA.
CEPHAS J. PARKER,	CHINA.
WILLIAM WALLACE,	BUFFALO.
AARON RILEY,	EAST AURORA.

PERRY G. PARKER, PRESIDENT.

AARON RILEY, TREASURER AND SECRETARY.

Communications intended for this company should be addressed
Aaron Riley, East Aurora, Erie county, N. Y.

The undersigned has caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and has examined them as far as
practicable, and believes them to be correct.

(Signed) AARON RILEY,
Secretary and Treasurer.

(No. 13.)

BUFFALO, BRADFORD AND PITTSBURGH.

BUFFALO, Dec. 12th, 1861.

GEO. R. PERKINS, Esq.,

Deputy State Engineer and Surveyor:

DEAR SIR—Your circular of Dec. 6th is received, an earlier reply to which has been prevented by illness.

The only office of the Buffalo, Bradford and Pittsburgh Railroad Company is now at Bradford, McKean Co., Pa. The laws of Pennsylvania require the President and a majority of the Directors to be residents of that State. At this time there are no officers authorized to make a report, resident of this State. The work on the road, during the present year, has been wholly suspended.

Within the next twelve months the control of the corporation will probably fall into the hands of residents of this State, and an amendment to the charter secured from the legislature of Pennsylvania, authorizing the President and a majority of the Board to be residents of this or other States. This once accomplished, no difficulty will exist in the furnishing promptly the annual reports.

Yours respectfully,

(Signed) JNO. R. LEE.

(No. 14.)

BUFFALO AND LAKE HURON.

CANADA WEST.
BUFFALO AND LAKE HURON RAILWAY COMPANY, }
Secretary and Treasurer's Office,
BRANTFORD, 19th November, 1861.

GEORGE R. PERKINS, Esq.,

Deputy State Engineer and Surveyor, Albany, N. Y. :

SIR—I have the honor to enclose, herewith, Report of the Directors of this Company, for the half year ending 31st July, 1861, and trust all the information contained therein will meet the requirements of the Laws of 1850, "Chapter 140, section 31."

It will be observed the report in question has been passed to England; and as it has only just reached me, I could not sooner comply with your request. I have the honor to remain, Sir,

Your very obedient servant,
(Signed) W. MACLEAN.

NOTE.—The road of this company is located in Canada, having a terminus at Buffalo; and the report referred to not being made in the form used by the other companies, the publication of it is omitted.

(No. 15.)

BUFFALO, NEW YORK AND ERIE.

STATE OF NEW YORK, }
Erie County, } ss:

Gilbert Cameron, Treasurer, and Henry C. Fisk, acting Superintendent of operations of the Buffalo, New York and Erie Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) G. CAMERON, *Treasurer.*
 H. C. FISK,
Assistant Superintendent.

Subscribed and sworn to before me, }
 this 26th day of November, 1861, }
 C. A. WALDRON, *Justice of the Peace.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,500,000	00
Amount of stock subscribed,	850,000	00
Amount paid in, as by last report,.....	680,000	00
Total amount now paid in of capital stock,....	850,000	00
Funded debt, as by last report,	2,413,516	22
Total amount now of funded debt,.....	2,412,533	72
Floating debt, as by last report,	201,681	90
The amount now of floating debt,.....	212,071	63
Total amount now of funded and floating debt,	2,624,605	35
Average rate, per annum, of interest on funded debt,.....	7 per cent.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, by last report,	\$3,163,765 95
Total cost of road and equipment, by present report,	<u>3.165,146 95</u>

CHARACTERISTICS OF ROAD.

Length of road, main line,	142 miles.
Length of road laid,	142 "
Length of double track, including sidings,	13 "
Length of branches operated by the company, laid,*	78.25 "
Length of double track laid on same,	2.75 "
Weight of rail, per yard, on main track,	56 to 65 pounds.
Number of engine-houses and shops,	6
Number of engines,	28
Number of 1st class passenger cars (rated as 8-wheel cars),	26
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	6
Number of baggage, mail and express cars (rated as 8-wheel cars),	9
Number of freight cars (rated as 8-wheel cars),	393
Length of main line of road from Buffalo to Corning,	<u>142 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	152,016
Number of miles run by freight trains,	264,635
Number of passengers (all classes) carried in cars, ..	180,509
Number of miles traveled by passengers, or number of passengers carried one mile,	6,500.000

* Branches operated by this company, the business of which is not included in this report :

From Attica to Hornellsville,	60 miles (October to April 1).
From Avon to Rochester,	18.25 "

78.25

Number of tons, of 2,000 pounds, of freight carried in cars,.....	237,409
Total movement of freight, or number of tons carried one mile,.....	23,740,900
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),.....	20
Rate of speed of same, when in motion,.....	25
Average rate of speed adopted by express trains, including stops,.....	25
Rate of speed of same, when in motion,.....	28
Average rate of speed adopted by freight trains, including stops,.....	10
Rate of speed of same, when in motion,.....	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,.....	80
Average weight, in tons, of freight trains, exclusive of freight,	150

The amount of freight, specifying the quantity in tons :

Of the products of the forest,.....	19,626
Of animals,.....	33,581
Of vegetable food,.....	44,860
Other agricultural products,.....	19,165
Manufactures,.....	30,187
Merchandise,.....	40,897
Other articles,	3,534
Coal,	45,559
Total,	237,409

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,.....	2½ cents.
For first class way passengers,	3 "
For emigrant through passengers,	1 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$93,832 25	\$38,462 27	\$55,369 98
For repairs to bridges,.....	4,308 72	1,801 50	2,417 22
Cost of iron used in repairs,.....	29,329 33	11,820 62	17,508 71
Repairs of buildings,.....	5,629 47	2,018 56	3,610 91
Repairs of fences and gates,.....	1,263 58	448 90	814 68
Taxes on real estate,.....	16,163 37	7,080 16	9,083 21
Totals,.....	\$150,526 72	\$61,722 01	\$88,804 71
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,.....	\$28,352 32	\$11,820 16	\$16,532 16
Repairs of passenger and baggage cars,.....	8,254 84	8,254 84	
Repairs of freight cars,.....	34,523 90	.....	34,523 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	4,225 54	1,920 15	2,305 39
Totals,.....	\$75,356 60	\$21,995 15	\$53,361 45

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EXPENSES — (CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$2,013 67	\$715 50	\$1,298 17
Agents and clerks,.....	27,660 59	10,750 20	16,910 39
Labor, loading and unloading freight,.....	18,665 20	.....	18,665 20
Porters, watchmen and switch tenders,.....	11,292 26	4,520 18	6,772 08
Wood and water station attendance,.....	2,754 84	1,121 10	1,633 74
Conductors, baggage and brakemen,.....	15,756 51	5,982 15	9,774 36
Engineers and firemen,.....	24,430 65	10,840 62	13,590 03
Fuel, cost and labor of preparing for use,.....	42,335 94	18,690 25	23,645 69
Oil and waste for engines and tenders,.....	6,816 41	2,580 18	4,236 23
Oil and waste for freight cars,.....	5,837 29	.....	5,837 29
Oil and waste for passenger and baggage cars,.....	967 14	967 14	.....
Loss and damage of goods and baggage,.....	1,257 42	.....	1,257 42
Damage for injuries of persons,.....	508 75	508 75	.....
Damage to property, including damages by fire and cattle killed on road,.....	665 38	280 19	385 19
General superintendence,.....	9,416 07	3,728 40	5,687 67
Contingencies,.....	9,878 59	4,290 10	5,588 49
Totals,.....	\$180,256 71	\$64,974 76	\$115,281 95

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,.....	\$128,552 22
From freight,.....	439,102 55
From other sources,	26,189 85
Total,	<u>\$593,844 62</u>

2d. Receipts :

From passengers,.....	\$128,552 22
From freight,.....	439,102 55
Mails,.....	8,032 56
Express,.....	7,860 50
Milk,	1,370 30
Rochester Division,	4,996 14
Newsboys,.....	98 00
Telegraph,.....	1,861 11
Car wheelage,.....	1,917 37
Miscellaneous,.....	53 87
	<u>26,189 85</u>
Total,	<u>\$593,844 62</u>

3d. Payments, other than for construction :

For transportation expenses,.....	\$406,140 03
For interest,.....	163,324 31
Total,	<u>\$569,464 34</u>
Total amount of surplus,	<u>\$24,380 28</u>

ACCIDENTS.

	Killed.
Passengers,	1
Employees,	2
Others,.....	1
Total,	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

Dec. 31. William O'Neil, brakeman on the express freight train, was seriously injured at Avon while coupling the cars of his train, and died the following day ; conductor reports : " No one to blame but himself, as he was very careless."

1861.

May 27. John O'Neil, one of a party of excursionists from Rochester, on their way to Elmira, was killed while the train was running between Bath and Savona stations, by falling from the cars while endeavoring to pass between them.

May 29. John Hasel, fireman on a working train, was killed near Alden, by falling from his engine while oiling the valves. Coroner rendered a verdict of " Accidental death."

June 3. Robert Robertson, a boy of ten years, was injured at Bath, by attempting to jump off the pilot of an engine, around which he had, with others, been playing, against the warning of the engineman. He died the same night.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

CHARLES G. MILLER,	BUFFALO.
HENRY MARTIN,	BUFFALO.
GEORGE W. TIFFT,	BUFFALO.
T. D. PATCHIN,	BUFFALO.
G. R. WILSON,	BUFFALO.
J. G. DESHLER,	BUFFALO.
D. W. TOMLINSON,	BATAVIA.
THOMAS BROWN,	CALEDONIA.
A. O. COMSTOCK,	LE ROY.
JOHN ARNOT,	ELMIRA.
R. S. CARTER,	BRANTFORD.
JAMES G. KING,	NEW YORK.
C. G. MILLER, <i>President</i> ,	BUFFALO.
GILBERT CAMERON, <i>Treasurer</i> ,	BUFFALO.
WM. F. MILLER, <i>Secretary</i> ,	BUFFALO.
HENRY C. FISK, <i>Assistant Superintendent</i> ,	BUFFALO.

Communications intended for this company should be addressed to Chas. G. Miller, corner Washington and Exchange streets, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) G. CAMERON, *Treasurer.*
H. C. FISK,
Assistant Superintendent.

(No. 16.)

BUFFALO AND STATE LINE.

STATE OF NEW YORK, }
City of Buffalo, Erie County, } ss:

George Palmer, President, and Robert N. Brown, acting Superintendent of operations of the Buffalo and State Line Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) GEORGE PALMER.
 ROBERT N. BROWN.

Subscribed and sworn to, before me, }
 this 2d day of December, 1861, }

GEORGE WADSWORTH,
Notary Public for Erie Co.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,300,000 00
Amount of stock subscribed,	1,300,000 00
Amount paid in, as by last report,*	1,950,950 00
Total amount now paid in of capital stock,* ..	1,960,600 00
Funded debt, as by last report,†	1,049,000 00
Total amount now of funded debt,†	1,049,000 00
Floating debt, as by last report,	27,545 71
The amount now of floating debt,	None.
Total amount now of funded and floating debt,	1,049,000 00
Average rate, per annum, of interest on funded debt,	7 per cent

* As per act of Legislature entitled "An act to authorize the Buffalo and State Line Railroad Company to purchase or lease the property and effects of the Erie and Northeast Railroad Company," passed in the spring of 1867.

† \$149,000 of bonds of this Company have been issued to the Erie and Northeast Railroad Company, in exchange for same amount of bonds of that Company.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$920,148 80	\$920,148 80
For bridges,	55,448 94	55,448 94
Superstructure, including iron,	722,797 86	722,797 86
Passenger and freight stations, buildings and fixtures,	95,885 92	95,885 92
Engine and car-houses, machine shops, machinery and fixtures,	75,233 81	75,233 81
Land, land damages and fences,	351,273 41	351,853 41
Locomotives and fixtures, and snow plows, ..	241,305 43	241,305 43
Passenger and baggage cars,	60,441 95	60,691 95
Freight and other cars,	219,379 12	219,379 12
Engineering and agencies,	46,468 82	46,468 82
Total cost of road and equipment,	\$2,788,384 06	\$2,789,214 06

CHARACTERISTICS OF ROAD.

Length of road,	68.34 miles.
Length of road laid,	68.34 "
Length of double track, including sidings,	14.50 "
Weight of rail per yard, on main track,	57 to 60 lbs.
Number of engine-houses and shops,	3
Number of engines,	28
Number of 1st class passenger cars (rated as 8-wheel cars),	20
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	12
Number of baggage, mail and express cars (rated as 8-wheel cars),	8
Number of freight cars (rated as 8-wheel cars), ...	320
Length of main line of road, from Buffalo to State Line,	68.34 miles.

The Erie and Northeast Railroad, of Pennsylvania, length about 19.50 miles, is leased and operated by this company.

The following tables and items include expenses, &c., incurred on account of the Erie and Northeast Railroad Company, of Pennsylvania, which is leased by the Buffalo and State Line Railroad Company, both roads being operated together as one.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	157,116
Number of miles run by freight trains,	210,249
Number of passengers (all classes) carried in cars,	237,854
Number of miles traveled by passengers, or number of passengers carried one mile,	14,448,903
Number of tons, of 2,000 pounds, of freight carried in cars,	600,031
Total movement of freight, or number of tons carried one mile,	20,111,585
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), ..	20
Rate of speed of same, when in motion,	22
Average rate of speed adopted by express trains, including stops,	28
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same, when in motion,	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	75
Average weight, in tons, of freight trains, exclusive of freight,	200

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	180,085
Of animals,	197,567
Of vegetable food,	65,776
Other agricultural products,	30,852
Manufactures,	53,844
Merchandise,	43,568
Other articles,	28,339
Total,	600,031

The rate of fare for passengers, charged for the respective classes, per mile, as follows :

For first class through passengers,	2.7 cents.
For first class way passengers,	3 "
For second class through passengers,	1.6 "
For second class way passengers,	2 "
For emigrant through passengers,	1.2 "
For emigrant way passengers,	1.6 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE
CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$144,941 58
Cost of iron used in repairs,*	40,893 50
Repairs of buildings,	8,855 63
Repairs of fences and gates,	1,902 54
Taxes on real estate,	12,585 07
Total,	\$209,178 32

* Includes cost of repairing and re-rolling old iron.

EXPENSES.

REPAIRS OF MACHINERY.	AMOUNT.	ALLOTTED TO	
		Pass Transportation.	Freight Transportation.
Repairs of engines and tenders.....	\$36,079 62	\$14,431 85	\$21,647 77
Repairs of passenger and baggage cars.....	22,295 82	22,295 82	
Repairs of freight cars.....	24,897 03	.....	24,897 03
Repairs of tools and machinery in shops.....	2,987 08	1,194 83	1,792 25
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	7,496 57	3,500 00	3,996 57
Totals,.....	\$93,756 12	\$41,422 50	\$52,333 62
OPERATING THE ROAD.			
Office expenses, stationery, &c.,.....	\$649 66	\$212 95	\$436 71
Agents and clerks,.....	32,801 67	12,394 52	20,407 15
Labor, loading and unloading freight,.....	23,111 69	.....	23,111 69
Porters, watchmen and switch tenders,.....	18,771 35	4,692 83	14,078 52
Wood and water station attendance,.....	5,374 58	3,583 05	1,791 53
Conductors, baggage and brakemen,.....	20,714 83	9,511 47	11,203 36
Enginemen and firemen,.....	22,867 07	8,604 22	14,262 85
Fuel, cost and labor of preparing for use,.....	40,909 58	16,363 82	24,545 76
Oil and waste for engines, tenders, &c.,.....	9,083 11	3,027 70	6,055 41
Rent offices and depots,.....	1,222 83	854 33	368 50
Hire cars,.....	3,598 18	.....	3,598 18
Oil and waste for passenger and baggage cars,.....	4,185 14	2,598 08	1,587 06
Loss and damage of goods and baggage,.....	2,684 85	295 22	2,389 63
Damage for injuries of persons,.....	8,098 77	8,098 77	
Damage to property, including damages by fire and cattle killed on road,	13,233 79	480 00	12,753 79
General superintendence,.....	4,800 00	2,400 00	2,400 00
Contingencies,.....	13,076 00	5,585 27	7,490 73
Totals,.....	\$225,183 10	\$78,702 23	\$146,480 87

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From Passengers,	\$380,390 83
From Freight,	545,851 75
From other sources,.....	13,800 00
Total,.....	<u>\$940,042 58</u>

2d. Receipts :

From passengers,	\$380,390 83
From freight,	545,851 75
Mails,	13,800 00
Interest and exchange,	1,547 58
Hire passenger cars,	1,679 66
Rent, buildings,	115 00
Sales of iron, &c.,.....	2,190 49
Total,.....	<u>\$945,575 31</u>

3d. Payments, other than for Construction :

For transportation expenses,.....	\$528,117 54
For interest,	96,160 90
For dividends on stock—amount and rate per cent, two, 5 per cent each,.....	216,000 00
Total,	<u>\$840,278 44</u>

ACCIDENTS.

	Killed.	Injured.
Employees,	1	3
Others,	5	1
Total,	<u>6</u>	<u>4</u>
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1860.

Oct. 24. Jas. Ryan, laborer on gravel train, fell from train, while in motion, near Irving; instantly killed.

1861.

Jan. 20. S. Young, brakeman, freight train; had fingers smashed while coupling cars at Dunkirk.

Jan. 30. Geo. Bacon, brakeman, freight train; had arm jammed between two freight cars, while coupling them in Dunkirk yard.

Feb. 3. P. McGraw, brakeman, freight train; had his head struck by bridge, near North Evans, was standing on top of car. Not seriously injured.

May 16. A boy 7 or 8 years of age, son of John Collins, emigrant baggageman, in service of this company, was run over by switching engine in Buffalo yard, and instantly killed.

July 14. Night express train east, struck a woman named Mrs. Darling, while walking on the track, 3 miles west of Silver Creek; killing her instantly. She was partially deranged. Coroner's inquest exonerated the company and its employees from blame.

July 16. Mail train west, struck a woman walking on track, 4 miles west of Buffalo, killing her instantly, coroner's verdict. She was deaf and dumb, accidental death. No blame attached to managers of train.

July 29. Mail train west, struck a man named Pat. Starin, an employee of contractor on road, near Irving, while walking on track. Coroner's verdict: "No blame attached to the company."

Aug. 8. Paymaster train, struck and killed a child two years old, son of John Field, trackman, in service of company, west of Ripley. The child was in cattle guard, and made his appearance just as train was approaching crossing.

Sept. 11. A man named Chas. Conners was found on track, east of Centre street, Dunkirk, badly injured. He was intoxicated, and was struck by a freight train during the night.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

GEORGE PALMER,	BUFFALO.
DEAN RICHMOND,	BATAVIA.
CHAS. H. LEE,	SILVER CREEK.
JOHN WILKINSON,	SYRACUSE.
ALANSON ROBINSON,	BUFFALO.
WILLIAM KEEP,	LOCKPORT.
GEO. W. PATTERSON,	WESTFIELD.
JAS. S. WADSWORTH,	GENESEO.
HAMILTON WHITE,	SYRACUSE.
HENRY L. LANSING,	BUFFALO.
JOSEPH FIELD,	ROCHESTER.
DANIEL DREW,	NEW YORK.
NATHANIEL MARSH,	NEW YORK.

GEORGE PALMER, *President*, BUFFALO.

HENRY L. LANSING, *Treasurer and Secretary*, BUFFALO.

ROBERT N. BROWN, *Engineer and Supt.*, BUFFALO.

Communications intended for this company should be addressed
Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and have examined them as far as
practicable, and believe them to be correct.

(Signed) GEO. PALMER, *President*.
 R. N. BROWN, *Superintendent*.

(No. 17.)

CAYUGA AND SUSQUEHANNA.

STATE OF NEW YORK, }
New York County, } ss:

Percy R. Pyne, Treasurer, and W. R. Humphrey, acting Superintendent of operations of the Cayuga and Susquehanna Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) PERCY R. PYNE, *Treasurer.*

Subscribed and sworn to before me, }
 by Percy R. Pyne, this 26th day }
 of November, 1861, }

EDWIN F. COREY, JR., *Notary Public.*

(Signed) W. R. HUMPHREY.

Subscribed and sworn to before me, }
 this 28th day of November, 1861, }

A. M. LUCAS, *Justice of the Peace.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,500,000 00
Amount of stock subscribed,	687,000 00
Amount paid in, as by last report,.....	687,000 00
Total amount now paid in of capital stock,*...	343,500 00
Funded debt, as by last report,	300,000 00
Total amount now of funded debt,.....	300,000 00
Floating debt, as by last report,.....	75,550 00
The amount now of floating debt,.....	41,600 00
Total amount now of funded and floating debt,	341,600 00
Av. rate, per annum, of interest on funded debt,	7 per cent.

* Capital stock reduced one-half in 1860, by legislative authority.

CHARACTERISTICS OF ROAD.

Length of road,	34.61 miles.
Length of road laid,	34.61 "
Length of double track, including sidings,	38.10 "
Weight of rail, per yard, on main track,	58 pounds.
Number of engine-houses and shops,	1
Number of engines,	None — all furnished by lessees.
Number of 1st class passenger cars (rated as 8-wheel cars),	
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	
Number of baggage, mail and express cars (rated as 8-wheel cars),	
Number of freight cars (rated as 8-wheel cars), ..	
Length of main line of road from Cayuga Lake pier to Owego,	<u>34.61 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	21,549
Number of miles run by freight trains,	44,637
Number of passengers (all classes) carried in cars, .	16,828
Number of miles traveled by passengers, or number of passengers carried one mile,	415,714
Number of tons, of 2,000 pounds, of freight carried in cars,	53,146
Total movement of freight, or number of tons car- ried one mile,	1,659,642
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),	18
Rate of speed of same, when in motion,	26
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same, when in motion,	16
Average weight, in tons, of passenger trains, exclu- sive of passengers and baggage,	63
Average weight, in tons, of freight trains, exclusive of freight,	<u>170</u>

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	6,752
Of animals,	1,767
Of vegetable food,	6,492
Other agricultural products,	213
Manufactures,	2,527
Merchandise,	1,367
Other articles,	34,028
Total,	53,146

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For 1st class through passengers,	3½ cents.
For 1st class way passengers,	3½ "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....			
Cost of iron used in repairs,.....	\$13,283 77	\$4,136 36	\$9,147 41
Allotted to passenger transportation,.....	2,837 04	902 70	1,934 34
length in feet,..... 3,312 }			
weight in pounds,..... 64,000 }			
Allotted to freight transportation,.....			
length in feet,..... 7,020 }			
weight in pounds,..... 136,000 }			
Repairs of buildings and structures,.....	295 89	93 86	202 03
Repairs of fences and gates,.....	2,794 03	889 00	1,905 03
Taxes on real estate,.....	3,211 18	749 27	2,461 91
Totals,.....	\$22,421 91	\$6,771 19	\$15,650 72
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, ..	\$4,633 48	\$1,828 64	\$2,804 84
Repairs of passenger and baggage cars, ..	1,025 26	1,025 26	
Repairs of freight cars, ..	692 72	.....	692 72
Repairs of tools and machinery in shops,.....	432 95	137 74	295 21
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops,.....	1,215 34	368 27	847 07
Totals,.....	\$7,999 75	\$3,359 91	\$4,639 84

RAILROAD REPORT.

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EXPENSES—(CONTINUED).

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$165 51	\$55 17	\$110 34
Agents and clerks,	1,416 03	354 11	1,061 92
Labor, loading and unloading freight,	1,907 51	.....	1,907 51
Porters, watchmen and switch tenders,	267 00	180 00	87 00
Wood and water station attendance,	21 00	.....	21 00
Conductors, baggage and brakemen,	2,650 82	865 00	1,785 82
Engineermen and firemen,	3,055 86	1,176 25	1,879 61
Fuel, cost and labor of preparing for use,	5,350 00	1,302 00	4,048 00
Oil and waste for engines and tenders,	659 26	226 46	432 80
Oil and waste for freight cars,	102 99	.....	102 99
Oil and waste for passenger and baggage cars,	84 22	84 22	.....
Loss and damage of goods and baggage,	27 79	.....	27 79
Damage to property, including damages by fire and cattle killed on road,	131 61	40 15	91 46
General superintendence,	1,785 00	340 68	1,444 32
Contingencies,	1,095 29	119 18	976 11
Totals,	\$18,719 89	\$4,743 22	\$13,976 67

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,.....	\$14,291 85
From freight,.....	44,139 11
From other sources,.....	1,453 00
Total,	<u>\$59,883 96</u>

2d. Receipts :

From passengers,.....	\$14,291 85
From freight,.....	44,139 11
Transportation of mails,.....	1,502 50
Less deduction,	49 50
Total,	<u>\$59,883 96</u>

3d. Payments, other than for construction :

For transportation expenses,	\$49,141 55
For interest,.....	20,689 02
Total,	<u>\$69,830 57</u>

ACCIDENTS.

Killed,..... 1

June 23, 1861. A boy, name of Reeves, about six years of age, was playing or sleeping on the track at a crossing about nine miles south of Ithaca, and was run over and killed by a freight train. As the point was on a curve, and the view obstructed by a projecting platform used for loading freight, it was not considered that the accident arose from the carelessness or negligence of any one in the employ of the company.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

THOMAS W. GALE,..... NEW YORK CITY.
 MOSES TAYLOR,..... NEW YORK CITY.
 I. B. WILLIAMS, ITHACA, N. Y.
 JOHN J. PHELPS,..... NEW YORK CITY.
 JOHN I. BLAIR, BLAIRSTOWN, N. J.
 DRAKE MILLS, NEW YORK CITY.
 W. E. DODGE, NEW YORK CITY.
 S. MERRIHEW,..... NEW YORK CITY.
 PERCY R. PYNE,..... NEW YORK CITY.

THOMAS W. GALE, PRESIDENT.

PERCY R. PYNE, SECRETARY AND TREASURER.

W. R. HUMPHREY, SUPERINTENDENT.

Communications intended for this company should be addressed to P. R. Pyne, Treasurer, No. 44 South street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) PERCY R. PYNE, *Treasurer.*
 W. R. HUMPHREY.

(No. 18.)

CENTRAL PARK, NORTH AND EAST RIVER.

STATE OF NEW YORK, }
New York County, } ss:

John Butler, Jr., President and acting Superintendent of operations of the Central Park, North and East River Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JOHN BUTLER, JR.,
President and Superintendent.

Subscribed and sworn to, before me, }
 this 4th day of November, 1861, }

CHARLES E. JENKINS, *Notary Public, N. Y. City.*

STOCK AND DEBTS.

Capital stock as by charter,	\$1,250,000 00
Amount of stock subscribed,	371,500 00
Amount paid in, as by last report,	3,120 00
Total amount now paid in of capital stock,	344,920 00
Total amount now of funded debt,	600 00
The amount now of floating debt,	2,027 72
Total amount now of funded and floating debt, .	2,627 72
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

For graduation, masonry, &c.,*.....	\$340,300 00
Engineering and agencies,	1,845 00
Total cost of road and equipment,.....	<u>\$342,145 00</u>

EXPENSES.

Incidental expenses, including clerks, watchmen, &c.,	\$1,261 51
Office expenses, stationery, &c.,	<u>2,187 13</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JOHN BUTLER, JR.,.....	TARRYTOWN.
DEMAS STRONG,.....	BROOKLYN.
WILLIAM R. STEWART,.....	NEW YORK.
AUGUSTUS L. BROWN,.....	NEW YORK.
E. DELAFIELD SMITH,.....	NEW YORK.
JAMES S. SLUYTER,	NEW YORK.
EDWARD R. PHELPS,	NEW YORK.
ROBT. B. VAN VALKENBURGH,.....	BATH.
JOHN A. COOKE,.....	CATSKILL.
THOMAS T. DAVIS,	SYRACUSE.
LUCIEN BIRDSEYE,.....	BROOKLYN.
WALTER B. PALMER,.....	NEW YORK.
GEO. H. ELLERY,.....	IRVINGTON.
JOHN BUTLER, JR.,.....	PRESIDENT.
WM. R. STEWART,	TREASURER.
DEMAS STRONG,	SECRETARY.
J. MCLEOD MURPHY,	ENGINEER.
JOHN BUTLER, JR.,	SUPERINTENDENT.

Communications intended for this company should be addressed John Butler, Jr., President, No. 39 Nassau street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN BUTLER, JR., *President.*

* This company purchased the franchise and rights of the grantees of the Legislature, and have paid thereon the sum herewith named.

(No. 19.)

CHEMUNG.

STATE OF NEW YORK, }
Elmira, Chemung County, } ss:

John T. Rathbun, President of the Chemung Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) J. T. RATHBUN, *President.*

Subscribed and sworn to before me, }
 this 28th day of September, 1861, }

S. B. DENTON,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$380,000 00
Amount of stock subscribed,.....	380,000 00
Amount paid in, as by last report,.....	380,000 00
Total amount now paid in of capital stock,.....	380,000 00
Funded debt, as by last report, is paid in full,...	70,000 00

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$220,000 00	\$220,000 00
For bridges,	17,500 00	17,500 00
Superstructure, including iron,.....	143,000 00	143,000 00
Passenger and freight stations, buildings and fixtures,	3,000 00	3,000 00
Engine and car-houses, machine shops, machinery and fixtures,	1,500 00	1,500 00
Land, land damages and fences,	15,000 00	15,000 00
Total cost of road and equipment,.....	\$400,000 00	\$400,000 00

NOTE.—The above figures show the present supposed value of the road. The original cost, \$450,000.

CHARACTERISTICS OF ROAD.

Length of road,	17.36 miles.
Length of road laid,	17.36 "
Length of double track, including sidings,	2.06 "
Weight of rail, per yard, on main track,	<u>57 pounds.</u>

Having leased our road to the New York and Erie Company, in the year 1859, for twenty years' time, to expire January 1st, 1879, they furnishing all the rolling stock, reference is therefore made to their report for further information.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

ROBERT BAYARD,	NEW YORK.
JOHN J. LAGRAVE,	NEW YORK.
JOSHUA P. HENRY,	NEW YORK.
WILLIAM W. WICKES,	NEW YORK.
J. SANFORD OTIS,	NEW YORK.
CLARKSON N. POTTER,	NEW YORK.
JOSIAH W. BAKER,	NEW YORK.
JOSEPH P. WICKHAM,	NEW YORK.
JOHN T. RATHBUN,	ELMIRA, N. Y.
SIMEON BENJAMIN,	ELMIRA, N. Y.
JOHN ARNOT,	ELMIRA, N. Y.
PETER TRACY,	HAVANA, N. Y.
DAVID S. MANNERS,	JERSEY CITY, N. J.
JOHN T. RATHBUN,	PRESIDENT.
ROBERT BAYARD,	VICE-PRESIDENT.
WILLIAM S. BOWN,	TREASURER AND SECRETARY.

Communications intended for this company should be addressed Wm. S. Bown, No. 30 Dey street, New York, Box 1296 P. O.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. T. RATHBUN, *President.*

(No. 20.)

CONEY ISLAND AND BROOKLYN.

STATE OF NEW YORK, }
Kings County, } ss:

David M. Talmage, President and acting Superintendent of operations of the Coney Island and Brooklyn Railroad Company, being duly sworn, deposes and says that the statements in the annexed report are true and correct according to the best of his knowledge and belief.

(Signed) DAVID M. TALMAGE,
President and Acting Superintendent.

Subscribed and sworn to before me, }
 this 3d day of September, 1861, }

JACOB I. BERGEN, *Notary Public.*

STOCK AND DEBTS.

Capital stock,.....	\$500,000 00
Amount of stock subscribed,.....	39,500 00
Total amount now paid in of capital stock,.....	31,078 00
Funded debt, bond and mortgage on real estate, .	7,000 00
Average rate per annum of interest on funded debt,	7 per cent.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

DAVID M. TALMAGE,.....	BROOKLYN.
AUGUSTUS IVINS,.....	NEW LOTS, KINGS Co.
CHARLES J. LOWREY,.....	BROOKLYN.
GEORGE W. HALL,.....	BROOKLYN.
P. LAFARGE PEARCE,.....	BROOKLYN.
THOMAS G. TALMAGE,.....	BROOKLYN.
LIVINGSTON K. MILLER,.....	BROOKLYN.
ALFRED M. WOOD,.....	BROOKLYN.
JOHN L. SPADER,.....	BROOKLYN.
GARRETT P. BERGEN,.....	BROOKLYN.
CHARLES LOWREY,.....	BROOKLYN.
WILLIAM I. STEELE,.....	BROOKLYN.
DAVID F. ATKINS,.....	BROOKLYN.
DAVID M. TALMAGE,.....	PRESIDENT.
GARRETT P. BERGEN,.....	SECRETARY, <i>pro tem.</i>

The articles of association of the Coney Island and Brooklyn Railroad Company were filed in the office of the Secretary of State, December 10th, 1860.

On the 20th of April, 1861, the Legislature of the state passed an act entitled "An act to authorize the Coney Island and Brooklyn Railroad Company to construct their road and to lay thereon rails of less weight than required by the General Railroad Act, and to widen and reconstruct the bridge at Coney Island."

Subsequently, on the 29th of May, 1861, at stockholders' meeting, the capital stock of said company was (for good and valid reasons, and in due form and according to law) increased from \$300,000 (the amount named in original articles of association) to the sum of \$500,000.

The company, having complied with the stipulations contained in said act of the legislature, have commenced the construction of the road, and the same will, in all probability, be completed and in operation within three months.

The required maps and profiles will be forwarded as soon as definitely completed.

Communications intended for this company should be addressed D. M. Talmage, Brooklyn, Kings county, N. Y.

(No. 21.)

EAST AND NORTH RIVER.

STATE OF NEW YORK, }
New York City and County, } ss :

David Milliken, President and acting Superintendent of operations of the East and North River Railroad Company, being duly sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) DAVID MILLIKEN.

Subscribed and sworn to before me, }
 this 27th day of November, 1861, }

EDWARD BISSELL,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$100,000 00
Amount of stock subscribed,.....	6,500 00
Total amount now paid in of capital stock,	<u>650 00</u>

COST OF ROAD AND EQUIPMENT.

Engineering and agencies,.....	<u>\$650 00</u>
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CHARACTERISTICS OF ROAD.

Length of road, about.....	6 miles.
Length of main line of road from Port Morris to Spuyten Duyvil, about.....	<u>6 miles.</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

GOVERNEUR MORRIS,	TOWN OF MORRISANIA,	WESTCHESTER Co.
JASON ROGERS,	TOWN OF MORRISANIA,	WESTCHESTER Co.
WM. CAULDWELL,	TOWN OF MORRISANIA,	WESTCHESTER Co.
JOHN M. BECK,	TOWN OF MORRISANIA,	WESTCHESTER Co.
JOS. M. VALENTINE,	TOWN OF MORRISANIA,	WESTCHESTER Co.
DAVID MILLIKEN,	TOWN OF WEST FARMS,	WESTCHESTER Co.
JOHN B. HASKIN,	TOWN OF WEST FARMS,	WESTCHESTER Co.
BENJ. M. WHITLOCK,	TOWN OF WEST FARMS,	WESTCHESTER Co.
EDWARD HAIGHT,	TOWN OF WESTCHESTER,	WESTCHESTER Co.
HENRY WILLETT,	TOWN OF WHITE PLAINS,	WESTCHESTER Co.
WM. ELKLEY, JR.,	TOWN OF WHITE PLAINS,	WESTCHESTER Co.
JOHN P. JENKINS,	TOWN OF WHITE PLAINS,	WESTCHESTER Co.
BENJAMIN F. DURKEE,	TOWN OF EASTCHESTER,	WESTCHESTER Co.

DAVID MILLIKEN,..... PRESIDENT.

EDWARD HAIGHT,..... TREASURER.

JOS. M. VALENTINE,..... SECRETARY.

Communications intended for this company should be addressed David Milliken, West Farms, Westchester County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable and believes them to be correct.

(Signed) DAVID MILLIKEN.

(22.)

EIGHTH AVENUE.

STATE OF NEW YORK, }
 County, } ss :

John S. Hunt, Treasurer, and Charles A. May, acting Superintendent of operations, of the Eighth Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JOHN S. HUNT.
 C. A. MAY.

Subscribed and sworn to before me, }
 this 9th day of December, 1861, }

JAMES F. CHAMBERLAIN,

Com. of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$800,000 00
Amount of stock subscribed,	800,000 00
Amount paid in, as by last report,	800,000 00
Total amount now paid in of capital stock,	800,000 00
The amount now of floating debt,	30,000 00
Total amount now of funded and floating debt,.	30,000 00

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$553,208 87	\$596,471 37
For bridges,		
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures,.....	241,601 88	256,593 02
Engine and car-houses, machine shops, machinery and fixtures,		
Land, land damages and fences,.....		
Passenger cars,	64,237 50	64,237 50
Total,.....	\$859,048 25	\$917,301 89

CHARACTERISTICS OF ROAD.

Length of road,	10 miles.
Length of double track, including sidings,.....	6 "
Weight of rail, per yard, on main track,	56 to 72 lbs.
Number of 1st class passenger cars,	90

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars,	1,917,730
Number of passengers (all clases) carried in cars,..	7,413,905
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),	5

The rate of fare for passengers is five cents for any distance below Sixty-seventh street.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,.....	\$11,619 96
Cost of iron used in repairs,.....	3,452 38
Repairs of buildings,.....	290 75
Taxes on real estate,.....	1,513 38
Total,.....	\$16,876 47

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of passenger cars,	\$22,256 30
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$272 30
Agents and clerks,	2,160 00
Porters, watchmen and switch tenders,	3,099 00
Conductors, drivers, stablemen, &c.,	88,247 63
Enginemen and firemen,	600 00
Fuel, cost and labor of preparing for use,	1,177 51
Oil and waste for passenger cars,	471 38
Damage for injuries of persons,	7,536 34
General superintendence,	5,000 00
Total,	\$108,564 16

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. *Earnings :*

From passengers,	\$370,695 27
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2d. *Receipts :*

From passengers,	\$370,695 27
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3d. *Payments other than for construction :*

For transportation expenses,	\$255,229 93
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For dividends on stock, amount and rate per cent,	
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12 per cent,	96,000 00
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Total,	\$351,228 93
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ACCIDENTS.

DATE.	PASSENGERS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Oct. 11, 1860.....				1		1
Nov. 16, 1860.....		1				1
Nov. 16, 1860.....				1		1
April 24, 1861.....			1		1	
April 29, 1861.....				1		1
May 16, 1861.....		1				1
May 9, 1861.....		1				1
June 22, 1861.....		1				1
July 25, 1861.....				1		1
Sept. 5, 1861.....			1		1	
Sept. 8, 1861.....	1				1	
Sept. 20, 1861.....		1				1
	1	5	2	4	3	9

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

October 11. Peter Conover, at 28th street, ran against a car, fell, and the hind wheel bruised his arm slightly. It was night.

November 16. A woman, name unknown, jumped off a car against another car coming in an opposite direction, and was slightly bruised.

November 16. Frederick Arnold, aged twelve years, while attempting to run across the track in front of a car, fell and was injured by the car striking him on the hip.

1861.

April 24. Joseph Farrell was paving between the tracks in College place. He got out of the way of a car which was coming, and then returned, reaching back to pick up one of his tools, fell on the track, was run over by the car, and died in consequence May 3, 1861. He was intoxicated at the time of the accident. The driver was exonerated from all blame on the coroner's inquest.

April 29. A small child ran against the horses of a car at 21st street, and was slightly bruised by the whiffletrees.

May 16. Jeannette Brown, while getting out of a car at 29th street, fell and injured her ankle.

May 19. A hook and ladder truck ran into the rear of a car, the pole striking J. B. Willett and injuring him slightly.

June 12. Eliza Wilson, in getting off the front platform of a car, contrary to the rules of the company, fell and was bruised slightly on the leg and side.

July 25. At Vesey street, a boy jumped off a Sixth Avenue railroad car, in front of the horses of a car coming in the opposite direction, was knocked down and his hand was bruised.

September 5. At 22d street, Emma Schlegel, about 4 years old, run under the horses of a car, fell down and was run over by the car, and died in consequence on the 20th October, 1861. It was dark. The driver was exonerated from all blame on the coroner's inquest.

September 8. Three men and a woman got into a car at 13th street. One of the men was drunk and abusive, and attacked the conductor, who, with the assistance of the passengers, put them off the car. They followed the car, endeavoring to pull the conductor off; one of them, Michael Roonan, who was drunk, fell on the track, and not being able to recover himself, was run over in the dark by the car following, and killed. The employees of the company were exonerated from all blame by the coroner's jury.

September 20. In Canal street, John Morse attempted to jump on the front platform of a car contrary to the rules of the company and against the remonstrance of the driver, fell on the track and his foot was slightly injured by the wheel of the car.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

GEORGE LAW,	NEW YORK CITY.
WILLIAM H. HAYS,.....	NEW YORK CITY.
FREDERICK T. HAYS,.....	NEW YORK CITY.
BENJAMIN NATHAN,.....	NEW YORK CITY.
EDWARD B. ST. JOHN,	NEW YORK CITY.
JACOB HAYS,	NEW YORK CITY.
TIMOTHY TOWNSEND,	NEW YORK CITY.
JAMES MURPHY,.....	NEW YORK CITY.
JOHN P. CUMING,.....	NEW YORK CITY.
JAMES C. WILLET,.....	NEW YORK CITY.
FREDERICK E. MATHER,	NEW YORK CITY.
TIMOTHY DAVIS,	NEW YORK CITY.
JOHN S. HUNT,	NEW YORK CITY.

GEORGE LAW,..... PRESIDENT.

JOHN S. HUNT,..... TREASURER AND SECRETARY.

CHARLES A. MAY,..... SUPERINTENDENT.

Communications intended for this company should be addressed Eighth Avenue Railroad Co., corner 49th street and 8th avenue, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN S. HUNT.
C. A. MAY.

(No. 23.)

ELMIRA, JEFFERSON AND CANANDAIGUA.

STATE OF NEW YORK }
City and County of New York, } ss:

Robert Bayard, President of the Elmira, Jefferson and Canandaigua Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) ROBERT BAYARD.

Subscribed and sworn to before me, }
 this 30th day of December, 1861, }

SAM. T. BULL, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$500,000 00
Amount of stock subscribed,.....	500,000 00
Amount paid in, as by last report,.....	500,000 00
Total amount now paid in of capital stock,.....	500,000 00
No funded debt.	
No floating debt.	

CHARACTERISTICS OF ROAD.

Length of road,.....	46.84 miles.
Length of road laid,.....	46.84 "
Length of sidings,.....	2.89 "
Weight of rail, per yard, on main track,.....	57 pounds.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

ROBERT BAYARD,	NEW YORK.
CLARKSON N. POTTER,	NEW YORK.
ROBERT B. POTTER,	NEW YORK.
SEPTIMUS CROOKES,	NEW YORK.
ARTHUR J. HILL,	NEW YORK.
ANDREW FOSTER,	NEW YORK.
JOHN E. PARSONS,	NEW YORK.
JOHN T. RATHBUN,	ELMIRA, N. Y.
EDWARD J. WOOLSEY,	ASTORIA, N. Y.
FULTON CUTTING,	NEW YORK.

(Three vacancies.)

ROBERT BAYARD,..... PRESIDENT.

CLARKSON N. POTTER,... TREASURER.

The Canandaigua and Corning Railroad Company was a corporation incorporated by the act of the legislature, passed May 14, 1845, chap. 328, Laws of 1845, amended and name changed to Canandaigua and Elmira Railroad Company, March 8th, 1850.

That company constructed the railroad from Canandaigua to Jefferson (or Watkins), and mortgaged their property, corporate franchises, &c., to secure the issue of certain bonds; which mortgage was subsequently foreclosed, and the mortgaged property purchased by Charles Congdon and Robert B. Potter, Esqs., who subsequently associated other parties with them and formed this corporation (General Railroad Act, § 5, as amended, &c., &c.), the articles of association of which were filed February 18th, 1859; to which company these gentlemen subsequently conveyed the property.

The line was then leased to the New York and Erie Railroad Company for twenty years from January 1, 1859, by whom it has been operated with their own rolling stock, and who, by the terms of the lease, are to make the report concerning the condition and business of the road, as required by law.

ROBERT BAYARD, *President.*

(No. 24.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Thomas Kimber, Jr., President, and Wm. C. Longstreth Treasurer, on behalf of H. A. Fonda, Superintendent of operations of the Elmira and Williamsport Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) THOS. KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Subscribed and affirmed before me, }
 this 6th day of January, 1862, }
 JAMES MCCALUN, *Alderman.*

STOCK AND DEBTS.

Capital stock, as by charter,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report,	1,000,000 00
Total amount now paid in of capital stock,	1,000,000 00
Funded debt, as by last report,	1,000,000 00
Total amount now of funded debt,	1,000,000 00
Floating debt, as by last report,	95,000 00
The amount now of floating debt,	72,840 37
Total amount now of funded and floating debt,	1,072,840 37
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

Total cost of road by last report,	\$2,136,036 88
Total cost of road by present report,	<u>2,136,036 88</u>

The road was purchased in a finished condition, and the separate cost of each item does not appear on our books.

The rolling stock is not owned by the Elmira and Williamsport Railroad Company, but leased by them from the chattel bondholders.

CHARACTERISTICS OF ROAD.

Length of road,	78 miles.
Length of road laid,	77 "
Length of double track, including sidings,	8.50 "
Weight of rail, per yard, on main track,	56 pounds.
Number of engine-houses and shops,	1
Number of engines,	16
Number of 1st class passenger cars (rated as 8-wheel cars),	8
Number of baggage, mail and express cars (rated as 8-wheel cars),	3
Number of freight cars (rated as 8-wheel cars),...	96
Length of main line of road from Elmira to Williamsport,	<u>78 miles.</u>

NOTE.—Only about 8 miles of road in this State.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	99,372
Number of miles run by freight trains,	112,667
Number of passengers (all classes) carried in cars,	57,174
Number of miles traveled by passengers, or number of passengers carried one mile,	3,421,850
Number of tons, of 2,000 pounds, of freight carried in cars,	131,441
Total movement of freight, or number of tons carried one mile,	9,314,555
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), ...	21

Rate of speed of same, when in motion,	26
Average rate of speed adopted by express trains, including stops,	21
Rate of speed of same, when in motion,	26
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	14
Average weight, in tons, of passenger trains exclu- sive of passengers and baggage,	25
Average weight, in tons, of freight trains, exclusive of freight,	80

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	12,380
Of animals,	5,580
Of vegetable food,	18 851
Other agricultural products,	664
Manufactures,	20,157
Merchandise,	5,189
Other articles,	68,620
Total,	131,441

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2.37 cents.
For first class way passengers,	3 "
For second class through passengers,	1.16 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$31,510 58	\$10,500 00	\$21,010 58
Cost of iron used in repairs,.....	3,163 04	1,103 04	2,060 00
Repairs of buildings and bridges,.....	10,074 48	3,400 00	6,674 48
Repairs of fences and gates,.....	516 41	200 00	316 41
Taxes on real estate,.....	974 83	320 00	654 83
Totals,	\$46,239 34	\$15,523 04	\$30,716 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,.....	\$12,754 47	\$6,002 21	\$6,752 26
Repairs of passenger and baggage cars,.....	2,381 87	2,381 87	
Repairs of freight cars,.....	12,957 29	.....	12,957 29
Repairs of tools and machinery in shops,.....	389 76	200 00	189 76
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops,*	3,892 51	1,200 00	2,692 51
Totals,	\$32,375 90	\$9,784 08	\$22,591 82

* Includes cost of wiping engines.

EXPENSES — (CONTINUED).

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pas. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$1,088 75	\$360 75	\$728 00
Agents and clerks,	6,102 23	3,100 00	3,002 23
Telegraph expenses,	864 97	290 00	574 97
Porters, watchmen and switch tenders,	6,070 88	2,200 00	3,870 88
Wood and water station attendance,	112 50	56 25	56 25
Conductors, baggage and brakemen,	8,832 26	3,183 43	5,648 83
Enginemen and firemen,	8,946 99	3,419 22	5,527 77
Fuel, cost and labor of preparing for use,	16,388 50	6,200 50	10,188 00
Oil and waste for engines and tenders,	3,109 10	1,078 99	2,030 11
Oil and waste for freight cars,	1,323 50	.....	1,323 50
Train incidentals,	2,262 06	822 06	1,440 00
Oil and waste for passenger and baggage cars,	145 55	145 55	.....
Loss and damage of goods and baggage,	460 69	.....	460 69
Allowance for use of cars,	4,667 06	2,000 00	2,667 06
Earnings refunded,	2,504 83	.....	2,504 83
Rent of cars,	4,250 28	.....	4,250 28
General superintendence,	6,537 69	2,200 00	4,337 69
Contingencies,	2,565 05	800 00	1,765 05
Totals,	\$76,232 89	\$25,856 75	\$50,376 14

EARNINGS AND CASH RECEIPTS.

From passengers,	\$79,625 17
From freight,	155,152 75
From other sources,	28,368 00
Total,	<u>\$263,145 92</u>

ACCIDENTS.

Killed, 1

1861.

March 30. Michael Butterley, transferring iron at Elmira, while coupling cars, had his head caught between the ends of the rails, and was killed.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

ELLIS LEWIS,	PHILADELPHIA, PA.
SAMUEL V. MERRICK,	PHILADELPHIA, PA.
WILLIAM D. LEWIS,	PHILADELPHIA, PA.
JOHN TUCKER,	PHILADELPHIA, PA.
ROBERT J. MERCER,	PHILADELPHIA, PA.
ALEXANDER S. DIVEN,	ELMIRA, N. Y.

THOS. KIMBER, JR., *President*, PHILADELPHIA, PA.

WM. C. LONGSTRETH, *Treas. and Sec'y*, PHILADELPHIA, PA.

HENRY A. FONDA, *Superintendent*, WILLIAMSPORT, PA.

Communications intended for this company should be addressed
No. 308 Walnut street, Philadelphia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOMAS KIMBER, *President*.

WM. C. LONGSTRETH, *Sec'y and Treas.*

(No. 25.)

ERIE AND NEW YORK CITY.

STATE OF NEW YORK, }
Chautauqua County, } ss:

Henry Baker, President of the Erie and New York City Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) HENRY BAKER, *President.*

Subscribed and sworn to before me, }
 this 4th day of December, 1861, }

WM. H. FENTON, *Justice of the Peace,*

In and for the County of Chautauqua and State of New York.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$750,000 00
Amount of stock subscribed,.....	472,359 31
Amount paid in, as by last report,.....	352,043 40
Total amount now paid in of capital stock,.....	464,954 31
Floating debt, as by last report,.....	38,595 75
The amount now of floating debt,.....	7,304 12
Total amount now of funded and floating debt,..	7,304 12
Average rate, per annum, of interest on debt,...	7 per cent.

In the month of April, 1860, under and by authority of an act of the Legislature of this State, chapter 234, entitled "An act authorizing a sale of the whole or a part of the 'Erie and New York City Railroad' to the 'Atlantic and Great Western Railroad Company in New York,' and for other purposes," passed April 10, 1860, this company sold to the Atlantic and Great Western Railroad Company in New York about 38 miles of the Erie and New York City Railroad. In consequence of this sale, and a change in the accounts, it is not convenient to use the blank form of the table of "cost and road and equipment" of this report. In lieu of said form there is presented the following:

GENERAL BALANCE SHEET

Drawn from the General Ledger of the Erie and New York City Railroad, September 30, 1861.

Graduation and masonry,.....	\$21,436 20	Capital stock subscribed as per preceding table,...	\$472,359 31
Superstructure,.....	4,910 51	Bills payable,.....	\$652 16
Land, land damages and fences,	4,504 81	Accounts payable,.....	6,651 96
Engineering, agencies and office ex- penses,.....	2,393 45	Floating debt, as per table,.....	7,304 12
General interest, contingencies, &c.,...	3,977 86		
Interest on capital stock,.....	117,237 88		
Discount on town bonds,.....	7,130 00		
Total chargeable to 25 miles,.....	\$161,610 71		
Balance,	318,052 72		
	<u>\$479,663 43</u>		<u>\$479,663 43</u>
The above balance consists of the following :			
Town bonds on hand, at par,.....	\$72,100 00		
Stock of the A. & G. W. R. R. Co., at par,.....	200,000 00		
First mortgage bonds of the A. & G. W. R. R. Co., at par,.....	45,000 00		
Accounts receivable,.....	952 12		
Cash,	60		
	<u>\$318,052 72</u>		

The expenditure as above stated is made upon the remaining 25 miles of the Erie and New York City Railroad, which is still owned by this company. Said 25 miles commences at the junction with the A. & G. W. R. R. in New York, at a point about five miles west of the village of Jamestown, and extends to the New York and Pennsylvania state line, on the western boundary of Chautauqua county, to a point on said state line about seven miles south of the shore of lake Erie.

CHARACTERISTICS OF ROAD.

Length of road, about 25 miles.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

HENRY BAKER,.....	JAMESTOWN, N. Y.
ROBERT NEWLAND,.....	JAMESTOWN, N. Y.
WARNER D. SHAW,.....	JAMESTOWN, N. Y.
AUGUSTUS F. ALLEN,	JAMESTOWN, N. Y.
WILLIAM HALL,	JAMESTOWN, N. Y.
BRADFORD BURLIN,	JAMESTOWN, N. Y.
SUMNER ALLEN,.....	POLAND, N. Y.
WILLIAM H. LOWRY,.....	JAMESTOWN, N. Y.
BENJAMIN CHAMBERLAIN,	EAST RANDOLPH, N. Y.
THADDEUS S. SHELDON,	RANDOLPH, N. Y.
REUBEN E. FENTON,.....	FREWSBURGH, N. Y.
DANIEL WILLIAMS,.....	ASHVILLE, N. Y.
SARDIUS STEWARD,.....	BLOCKVILLE, N. Y.

HENRY BAKER,..... PRESIDENT.

ROBERT NEWLAND, TREASURER.

WARNER D. SHAW, SECRETARY.

Communications intended for this company should be addressed Jamestown, Chautauqua county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) H. BAKER, *President.*

(No. 26.)

HUDSON AND BOSTON.

STATE OF NEW YORK, }
 Columbia County, } ss:

George H. Power, President and acting superintendent of operations of the Hudson and Boston Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) GEO. H. POWER. *Pres. and Supt.*

Subscribed and sworn to before me, }
 this 25th day of November, 1861, }

DARIUS PECK,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$175,000 00
Amount of stock subscribed,	175,000 00
Amount paid in, as by last report,	175,000 00
Total amount now paid in, of capital stock,	175,000 00

COST OF ROAD EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$90,000 00	\$90,000 00
For bridges,	10,000 00	10,000 00
Superstructure, including iron,	52,000 00	52,000 00
Passenger and freight stations, buildings and fixtures,	5,000 00	5,000 00
Engine and car-houses, machine shops, machinery and fixtures, ..	5,000 00	5,000 00
Land, land damages and fences,	13,000 00	13,000 00
Locomotives and fixtures and snow plows, } Passenger and baggage cars, } Freight and other cars, }	Sold to Western Railroad Corporation, lessees	Railroad Corporation of the Road.
Total cost of road and equipment,	\$175,000 00	\$175,000 00

CHARACTERISTICS OF ROAD.

Length of road,	17.33 miles.
Length of road laid,	17.33 miles.
Length of double track, including sidings,	3.
Weight of rail, per yard, on main track,	56 pounds.
Number of engine-houses and shops,	1
Length of main line of road from Hudson to Chatham,	17.33 miles.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,*	44,283
Number of miles run by freight trains,*	
Number of passengers (all classes) carried in cars,	35,360
Number of miles traveled by passengers, or num- ber of passengers carried one mile,	373,530
Number of tons, of 2,000 pounds, of freight carried in cars,	79,052
Total movement of freight, or number of tons carried one mile,	1,293,741
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),	15
Rate of speed of same, when in motion,	17
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same, when in motion,	12
Average weight, in tons, of passenger trains, ex- clusive of passengers and baggage,*	75
Average weight, in tons, of freight trains, exclu- sive of freight,*	

* Trains on this road are mixed trains, passengers, baggage and freight run in same train.

The amount of freight, specifying the quantity in tons :

Of the products of the forest,.....	669
Of animals,.....	1,001
Of vegetable food,	804
Other agricultural products,.....	3,178
Manufactures,	9,381
Merchandise,.....	2,647
Other articles,	61,372
Total,.....	79,052

The rate of fare for passengers, per mile, about three cents.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,.....	\$13,579 42
Cost of iron used in repairs,.....	3,888 85
Repairs of buildings,.....	556 50
Taxes on real estate,.....	904 11
Total,	\$18,928 88

The Hudson and Boston Railroad Company own neither cars nor engines, the road being leased to the Western Railroad Corporation. The engines and cars are used in common over both roads, and no separate account is kept that can be accurate. All running expenses are paid by the Western Railroad Corporation, to whom accrue all the receipts.

ACCIDENTS.

Killed,.....	1
Injured,	1

1861.

September 19. Hettie Tompkins was killed at Chatham station by being thrown from a wagon in front of engine while in motion.

Benton Clark was seriously injured at same time by having his leg broken, and otherwise bruised.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

CHESTER W. CHAPIN,	SPRINGFIELD.
HENRY GRAY,	SPRINGFIELD.
W. H. SWIFT,	SPRINGFIELD.
T. W. OLCOTT,	ALBANY.
THOMAS L. GREENE,	ALBANY.
HAMILTON HARRIS,	ALBANY.
JOHN H. REYNOLDS,	ALBANY.
H. H. BABCOCK,	ALBANY.
J. D. COLT,	PITTSFIELD.
J. W. FAIRFIELD,	HUDSON.
GEORGE H. POWER,	HUDSON.
GEO. H. POWER, <i>President</i> ,	HUDSON.
S. FAIRBANKS, <i>Treasurer</i> ,	BOSTON.
T. L. GREENE, <i>Secretary</i> ,	ALBANY.
J. T. WATERMAN, <i>Engineer</i> ,	HUDSON.
GEO. H. POWER, <i>Superintendent</i> ,	HUDSON.

Communications intended for this company should be addressed Geo. H. Power, President and Superintendent, Hudson, Columbia Co., N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE H. POWER,
President and Sup't.

(No. 27.)

HUDSON RIVER.

STATE OF NEW YORK, }
New York County, } ss:

Saml. Sloan, President, and A. F. Smith, acting Superintendent of operations of the Hudson River Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) SAM. SLOAN.
 A. F. SMITH.

Subscribed and sworn to before me, }
 this 2d day of January, 1862, }

CALVIN NOYES,
Notary Public, New York City.

STOCK AND DEBTS.

Capital stock, as by charter,	\$4,000,000 00
Amount of stock subscribed,	3,770,926 59
Amount paid in, as by last report,	3,758,466 59
Total amount now paid in of capital stock, ...	3,758,466 59
Funded debt, as by last report,*	9,107,000 00
Total amount now of funded debt,*	9,137,000 00
Floating debt, as by last report,	182,106 10
The amount now of floating debt,	773,411 27
Total amount now of funded and floating debt,	9,910,411 27
Average rate, per annum, of interest on funded debt,	6.9 per cent.

* Mortgages amounting to \$226,750, given for real estate purchased in the city of New York during the year 1860, not included in the above.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$5,416,827 43	\$5,446,822 72
For bridges,	264,240 13	266,553 55
Superstructure, including iron,.....	2,308,341 78	2,314,471 99
Passenger and freight stations, buildings and fixtures,.....	1,017,163 77	1,061,842 91
Engine and car-houses, machine shops, ma- chinery and fixtures,.....		
Land, land damages and fences,.....	903,260 87	911,224 41
Locomotives and fixtures, and snow plows,..	536,103 12	583,330 17
Passenger and baggage cars,	265,323 53	284,202 73
Freight and other cars,.....	380,946 05	472,912 65
Engineering and agencies,	708,238 82	708,238 82
Total cost of road and equipment,	\$11,800,445 50	\$12,049,599 95

CHARACTERISTICS OF ROAD.

Length of road,	144	miles.
Length of road laid,	144	"
Length of double track, including sidings,.....	115.07	"
Weight of rail, per yard, on main track,	70	pounds.
Number of engine-houses and shops,	11	
Number of engines,.....	57	
Number of engines on Troy road,.....	4	
Number of 1st class passenger cars (rated as 8-wheel cars),.....	109	
Number of 1st class passenger cars on Troy road (rated as 8-wheel cars),.....	2	
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),.....	6	
Number of baggage, mail and express cars (rated as 8 wheel cars),	33	
Number of baggage, mail and express cars on Troy road (rated as 8-wheel cars),.....	2	
Number of freight cars (rated as 8-wheel cars),	653	
Length of main line of road from New York to East Albany,	144	miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,.....	606,836
Number of miles run by freight trains,	509,922

RAILROAD REPORT.

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Number of passengers (all classes) carried in cars, .	1,501,242
Number of miles traveled by passengers, or number of passengers carried one mile,	54,406,307
Number of tons, of 2,000 pounds, of freight carried in cars,	370,098
Total movement of freight, or number of tons carried one mile,	42,834,771
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	29
Rate of speed of same, when in motion,	34
Average rate of speed adopted by express trains, including stops,	37
Rate of speed of same, when in motion,	43
Average rate of speed adopted by freight trains, including stops,	16
Rate of speed of same, when in motion,	20
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	110
Average weight, in tons, of freight trains, exclusive of freight,	205

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	7,033
Of animals,	150,793
Of vegetable food,	54,822
Other agricultural products,	18,844
Manufactures,	54,607
Merchandise,	71,487
Other articles,	12,512
Total,	370,098

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	1.985 cents.
For first class way passengers,	2.228 "
For emigrant through passengers,	0.715 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$178,889 87	\$94,811 63	\$84,078 24
Cost of iron used in repairs,.....	87,957 05	47,496 80	40,460 25
Repairs of buildings,.....	29,919 01	18,946 01	10,973 00
Repairs of fences and gates,.....	1,886 64	1,018 78	10,867 86
Taxes on real estate,.....	35,977 52	19,427 86	16,549 66
Totals,.....	\$334,630 09	\$181,701 08	\$152,929 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,.....	\$70,433 33	\$38,033 99	\$32,399 34
Repairs of passenger and baggage cars,.....	44,309 94	44,309 94	
Repairs of freight cars,.....	31,971 84	...	31,971 84
Repairs of tools and machinery in shops,.....	5,689 42	3,072 28	2,617 14
Incidental expenses, includ'g oil, fuel, clerks, watchmen, &c., about shops,.....	10,920 71	5,897 18	5,023 53
Totals,.....	\$163,325 24	\$91,313 39	\$72,011 85

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$2,392 81	\$1,292 11	\$1,100 70
Agents and clerks,	75,803 20	40,933 72	34,869 48
Labor, loading and unloading freight,	- 46,729 79	.....	46,729 79
Porters, watchmen and switch tenders,	- 79,991 43	43,195 37	36,796 06
Wood and water station attendance,	- 10,136 71	5,473 82	4,662 89
Conductors, baggage and brakemen,	- 52,645 36	28,428 49	24,216 87
Enginemen and firemen,	- 51,711 87	27,924 40	23,787 47
Fuel, cost and labor of preparing for use:			
Wood,	\$127,591 36	95,464 40	81,321 53
Coal,	49,194 57		
Oil and waste for engines and tenders,	11,997 74	6,478 77	5,518 97
Oil and waste for freight cars,	3,947 30	.....	3,947 30
Oil and waste for passenger and baggage cars,	2,497 65	2,497 65	
Loss and damage of goods and baggage,	15,918 82	2,205 10	15,713 72
Damage for injuries of persons,	18,373 30	18,373 30	
Damage to property, including damages by fire and cattle killed on road,	859 94	464 36	395 58
General superintendence,	7,093 58	3,830 53	3,263 05
Contingencies, including Troy and Greenbush R. R., hauling cars in N. Y. city telegraph, fuel and oil for stations and trains, ferry boat, &c.,	322,745 62	174,282 63	148,462 99
Totals,	\$879,631 05	\$448,844 65	\$430,786 40

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,.....	\$1,037,655 88
From freight,.....	892,570 22
From other sources,.....	58,787 64
Total,	<u>\$1,989,013 74</u>

2d. Receipts :

From passengers,.....	\$1,037,655 88
From freight,.....	792,874 70
Rents,	17,217 87
Mail service,.....	32,400 00
Telegraph,	1,877 82
Miscellaneous,	7,291 95
Total,	<u>\$1,889,318 22</u>

3d. Payments, other than for Construction :

For transportation expenses,.....	\$1,422 552 82
For interest,	695,547 99
Total,	<u>\$2,118,100 81</u>
Total amount of balance, income and earnings,	<u>\$105,359 64</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1860.								
Oct. 16.						3		3
Oct. 30.					1		1	
Oct. 31.		1						1
Dec. 1.						1		1
Dec. 4.					1	2	1	2
Dec. 14.				1				1
Dec. 25.					1		1	
1861.								
Feb'y 11.					1		1	
Feb'y 12.			1				1	
Feb'y 16.			1				1	
Feb'y 18.			1	1			1	1
Feb'y 21.					1	1	1	1
March 20.				2				2
May 1.			1				1	
May 13.						1		1
May 21.						1		1
May 31.					1		1	
June 9.						1		1
June 13.						1		1
June 14.					1		1	
June 27.						1		1
July 26.						1		1
Aug. 16.					1		1	
Aug. 31.						1		1
Sept. 3.					1		1	
Sept. 4.						2		2
Sept. 14.					1		1	
Sept. 18.		1						1
Sept. 23.					1		1	
Sept. 30.					1		1	
Total,		2	4	4	12	16	16	22

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

DATE.	PLACE OF ACCIDENT.	TRAIN.	CAUSE.	INJURY.	NAME.
Oct. 16, 1860,	Tarrytown,	Passenger,	Crossing with wagon ahead of train, ..	Slightly injured,	— Wesley.
Oct. 16, 1860,	Tarrytown,	Extra,	Attempting to get on train while in mo'n,	Feet badly hurt,	Richard Harvey, boy.
Oct. 16, 1860,	Near Manhattan, ..	Extra,	Stealing ride on freight car,	Levs cut off,	Unknown man.
Oct. 30, 1860,	Near Peekskill,	Passenger,	Walking on track,	Killed,	Thomas Ferguson,
Oct. 31, 1860,	Scarborough,	Peekskill, south, ..	Stepping from one car to another, ..	Shinners & head bruised,	Wm. F. Bearn, boy.
Dec. 1, 1860,	Troy,	Express north,	Walking near track,	Slightly injured,	John Pink.
Dec. 4, 1860,	T. & G. R. R.,	Express north,	Walking on track in tunnel at Troy, ..	Killed,	John Bailey, boy
Dec. 4, 1860,	T. & G. R. R.,	T. & G. R. R.,	Walking on track in tunnel at Troy, ..	Slightly injured,	— Ryan.
Dec. 4, 1860,	Troy,	T. & G. R. R.,	Walking on track in tunnel at Troy, ..	Slightly injured,	— Malloy.
Dec. 14, 1860,	Near Manhattan, ..	Freight,	Crossing track ahead of train,	Leg broken,	Patrick Campbell, emp'e.
Dec. 23, 1860,	Near Manhattan, ..	Way,	Sitting on track,	Killed,	Eliza Wells.
Dec. 23, 1860,	21st street, New York, ..	Way,	Lying on track in wood yard,	Killed,	Unknown man.
Feb. 11, 1861,	New Hyde Park,	Peekskill train, ..	Fell from train,	Killed,	Jacob Wilson, employee.
Feb. 12, 1861,	14th street and 10th avenue,	Way,	Caught between cars,	Killed,	Patrick Farley, "
Feb. 18, 1861,	East Albany,	Peekskill train, ..	Repairing cars,	Killed,	William Drew.
Feb. 18, 1861,	East Albany,	Peekskill train, ..	Repairing cars,	Slightly injured,	Michael Mahah.
Feb. 21, 1861,	Near Peekskill,	Tough keepale train, ..	Walking on track,	Leg and arm broken, ..	Patrick Cunningham.
Feb. 21, 1861,	Near Peekskill,	Tough keepale train, ..	Walking on track,	Killed,	Ara. Mary Cunningham.
March 20, 1861,	East Albany,	Freight,	Walking on track,	Slightly injured,	John Quinlan.
March 21, 1861,	Peekskill,	Freight,	Walking on track,	Slightly injured,	Ara. Quinlan.
May 13, 1861,	Near Croton,	Gravel,	Attempting to get on pilot of engine, ..	Killed,	John Ivory, employee.
May 13, 1861,	Near Croton,	Gravel,	Walking on track,	Arms cut off,	Unknown man.
May 21, 1861,	Near Hastings,	Express south,	Walking on track,	Killed,	Michael Murphy.
May 21, 1861,	Near Barnham's,	T. & G. R. R.,	Walking on track,	Illip bone & ribs broken,	John Madoney.
June 9, 1861,	Near Troy, New York, ..	Express,	Sitting on track, drunk,	Killed,	William Cornelius.
June 13, 1861,	Poughkeepsie,	Through Freight, ..	Walking on track,	Killed,	Chas. Coons, boy.
June 14, 1861,	Garriestown,	Through Freight, ..	Walking on track,	Slightly injured,	Benjamin Cox.
June 27, 1861,	Statenburgh,	Through Freight, ..	Walking on track,	Slightly injured,	Child Robt. Hoeg.
July 26, 1861,	Cold Spring,	Express,	Walking across track ahead of train, ..	Killed,	Amos Eliwell.
Aug. 16, 1861,	Near Croton,	Express,	Walking on track,	Foot cut off,	Unknown man.
Aug. 31, 1861,	Near Barnham's,	Express,	Riding on platform of freight car, ..	Slightly injured,	R. Knapp.
Sept. 3, 1861,	11th avenue, New York, ..	Express,	Attempting to jump on car,	Killed,	Unknown man.
Sept. 4, 1861,	West street, New York, ..	Express,	Crossing track ahead of train,	Leg cut off,	Francis Shuman.
Sept. 14, 1861,	Tarrytown,	Express,	Crossing track ahead of train,	Killed,	Joseph C. Dilks, polloe.
Sept. 18, 1861,	Sling Sing,	Express,	Putting arm out of car window,	Arms broken,	Michael Murray.
Sept. 23, 1861,	Yonkers,	Express,	Crossing track ahead of train,	Killed,	P. J. Munroe.
Sept. 30, 1861,	31st street, New York, ..	By engine,	Gathering chips in wood yard,	Killed,	Unknown woman.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

SAMUEL SLOAN,	BROOKLYN.
D. THOMAS VAIL,	TROY.
JAMES BOORMAN,	NEW YORK.
EDWARD JONES,	NEW YORK.
WILLIAM KELLY,	RHINEBECK.
R. H. MILLER,	NEW YORK.
KRASTUS CORNING,	ALBANY.
M. H. GRINNELL,	NEW YORK.
ROBERT P. GETTY,	YONKERS.
WILLIAM H. HAYS,	NEW YORK.
J. DAVID WOLFE,	NEW YORK.
J. BOORMAN JOHNSTON,	NEW YORK.
H. A. SMYTHE,	NEW YORK.

SAM'L SLOAN,	PRESIDENT.
C. C. CLARKE,	TREASURER.
T. M. NORTH,	SECRETARY.
F. A. UTTER,	ENGINEER.
A. F. SMITH,	SUPERINTENDENT.

Communications intended for this company should be addressed
No. 68 Warren street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) SAM. SLOAN.
A. F. SMITH.

(No. 28.)

LAKE ONTARIO, AUBURN AND NEW YORK.

STATE OF NEW YORK, }
 City and County of New York, } ss:

John C. Kayser, acting Superintendent of operations of the Lake Ontario, Auburn and New York Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JOHN C. KAYSER.

Subscribed and sworn to before me, }
 this 3d day of January, 1862, }

JOHN F. GRAY, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter,	\$1,500,000 00
Amount of stock subscribed,	105,500 00
Amount paid in, as by last report,	77,855 86
Total amount now paid in of capital stock,	77,855 86

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$47,140 85	\$47,140 85
Land, land damages and fences,	17,411 08	17,411 08
Engineering and agencies,	10,302 42	10,302 42
Total cost of road and equipment,	\$74,854 35	\$74,854 35

CHARACTERISTICS OF ROAD.

Length of road, 73.84 miles.

EXPENSES OF MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Taxes on real estate,	\$157 74
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$5,420 17
Agents and clerks,	8,094 45
	<u>\$13,514 62</u>

Payments other than for construction :

For interest,	\$1,693 98
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NAMES AND RESIDENCES OF OFFICERS.

Directors.

NATHAN C. PLATT,	NEW YORK.
ADAM W. SPIES,	NEW YORK.
SAMUEL R. WELLS,	NEW YORK.
JOHN C. KAYSER,	FORDHAM, WESTCHESTER Co., N. Y.
CHAS. P. WOOD,	AUBURN, CAYUGA Co., N. Y.
ADAM MILLER,	AUBURN, CAYUGA Co., N. Y.
RICHARD STEEL,	AUBURN, CAYUGA Co., N. Y.
A. H. GOSS,	AUBURN, CAYUGA Co., N. Y.
LYMAN SOULE,	WEEDSPORT, CAYUGA Co., N. Y.
LYMAN MURDICK,	VENICE CENTRE, CAYUGA Co., N. Y.
HIRAM TIFFT,	VENICE CENTRE, CAYUGA Co., N. Y.
FREDERICK KLETT,	PHILADELPHIA, PENN.
JOS. S. KEEN,	PHILADELPHIA, PENN.

LYMAN MURDICK,	VICE-PRESIDENT.
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ADAM W. SPIES,	TREASURER.
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JOHN C. KAYSER,	SECRETARY AND SUPERINTENDENT.
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The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN C. KAYSER,

Secretary and Supt.

(No. 29.)

LONG ISLAND.

STATE OF NEW YORK, } ss:
Kings County,

William S. S. Russell, Treasurer, and William E. Morris, President and acting Superintendent of operations, of the Long Island Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) W. S. S. RUSSELL, *Treasurer.*
 WILLIAM E. MORRIS,
President and Acting Superintendent.

Subscribed and affirmed to before me, }
 this 22d day of November, 1861, }

THOS. R. LUSH,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$3,000,000 00
Amount of stock subscribed,	2,900,000 00
Amount paid in, as by last report,.....	1,852,715 79
Total amount now paid in of capital stock,....	1,852,715 79
Funded debt, as by last report,	755,997 67
Total amount now of funded debt,.....	777,997 67
Floating debt, as by last report,	12,282 80
The amount now of floating debt,.....	2,680 70
Total amount now of funded and floating debt,.	780,678 37
Average rate, per annum, of interest on funded debt,	<u>6½ per cent</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$687,696 78	\$756,652 11
For bridges,	17,295 49	23,623 00
Dock at Hunter's Point,		18,000 00
Superstructure, including iron,	1,208,853 35	1,300,103 35
Passenger and freight stations, buildings and fixtures,	15,806 84	41,087,84
Engine and car-houses, machine shops, machinery and fixtures,	48,728 53	53,728 53
Land, land damages and fences,	134,527 68	261,695 54
Locomotives and fixtures, and snow plows, ..	161,357 84	161,357 84
Passenger and baggage cars,	193,253 93	193,253 93
Freight and other cars,		
Engineering and agencies,	98,749 63	111,447 27
Total cost of road and equipment,	\$2,566,270 07	\$2,920,949 41

CHARACTERISTICS OF ROAD.

Length of road: {	Long Island Railroad, .....94	} 98 miles.
	Hicksville and Cold Spring Branch, 4	
Length of road laid,	98	"
Length of branches owned by the company, laid,	2.5	"
Weight of rail, per yard, on main track,	50 and 56 lbs.	
Number of engine-houses and shops,	15	
Number of engines,	15	
Number of 1st class passenger cars (rated as 8-wheel cars),	37	
Number of city horse passenger cars (rated as 4-wheel cars),	3	
Number of baggage, mail and express cars (rated as 8-wheel cars),	5	
Number of freight cars (rated as 8-wheel cars),	115	
Length of main line of road from Hunter's Point to Greenport,	94 miles.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	165,231
Number of miles run by freight trains,	77,964
Number of passengers (all classes) carried in cars, ..	331,658
Number of miles traveled by passengers, or number of passengers carried one mile,	8,318,375
Number of tons, of 2,000 pounds, of freight carried in cars,	92,741
Total movement of freight, or number of tons carried one mile,	2,318,332
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	30
Average rate of speed adopted by express trains, including stops,	30
Rate of speed of same, when in motion,	35
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, ex- clusive of passengers and baggage (exclusive of engine),	50
Average weight, in tons, of freight trains, exclusive of freight (exclusive of engine),	58

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	17,929
Of animals,	6,710
Of vegetable food,	10,633
Other agricultural products,	1,134
Manufactures,	1,636
Merchandise,	7,850
Other articles,	46,849
Total,	92,741

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2.25 cents.
For first class way,	2.75 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$33,403 38	\$20,041 99	\$13,361 34
Cost of iron used in repairs,*.....	1,884 24	1,130 54	753 70
Alotted to passenger transportation, } length in feet, 8,078			
weight in pounds,..... 134,640 }			
Alotted to freight transportation, } length in feet, 5,386			
weight in pounds,..... 89,700 }			
Repairs of buildings,.....	2,441 92	1,465 16	976 76
Repairs of fences and gates,	15 68	9 41	6 27
Taxes on real estate,.....	2,233 54	1,340 12	893 42
Totals,.....	\$39,978 71	\$23,987 22	\$15,991 49
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$12,903 84	\$7,484 23	\$5,419 61
Repairs of passenger and baggage cars,.....	3,935 29	3,935 29	
Repairs of freight cars,	3,935 29	.....	3,935 29
Repairs of tools and machinery in shops,.....	620 00	372 00	248 00
Incidental expenses, incl'ing oil, fuel, clerks, watchmen, &c., about shops,.....	1,800 00	1,080 00	720 00
Totals,.....	\$23,194 42	\$12,871 52	\$10,322 90

* This cost is exclusive value of the old rails taken up.

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$949 15	\$569 49	\$379 66
Agents and clerks,	7,560 00	4,536 00	3,024 00
Labor, loading and unloading freight,	11,921 20	.....	11,921 20
Porters, watchmen and switch tenders,	3,540 00	2,124 00	1,416 00
Wood and water station attendance,	2,000 00	1,200 00	800 00
Conductors, baggage and brakemen,	8,100 00	4,860 00	3,240 00
Enginemen and firemen,	11,436 85	6,633 37	4,803 48
Fuel, cost and labor of preparing for use,	22,778 11	12,072 40	10,705 71
Oil and waste for engines and tenders,	2,448 53	1,420 13	1,028 40
Oil and waste for freight cars,	802 31	.....	802 31
Oil and waste for passenger and baggage cars,	802 32	802 32	.....
Loss and damage of goods and baggage,	101 60	60 96	40 64
Damage for injuries of persons,	925 56	555 34	370 22
Damage to property, including damages by fire and cattle killed on road,	310 90	186 54	124 36
General superintendence,	6,999 96	4,199 98	2,799 98
Contingencies,	11,748 34	7,049 00	4,699 34
Law and insurance,	4,702 03	2,821 22	1,880 81
Totals,	\$97,126 86	\$49,090 75	\$48,036 11

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,.....	\$163,300 37
From freight,.....	115,691 29
From other sources,.....	18,654 43
Total,.....	<u>\$297,646 09</u>

2d. Receipts:

From passengers,.....	\$163,300 37
From freight,.....	115,691 29
Mails,.....	8,225 00
Rent,.....	1,046 75
Unloading,.....	3,015 32
Interest,.....	4,280 87
Repairing engines, wharfage, &c.,.....	648 73
Island Belle, balance,.....	1,168 48
Real estate and insurance,.....	989 00
Total,.....	<u>\$298,365 81</u>

3d. Payments, other than for Construction:

For transportation expenses,.....	\$160,299 99
For interest,.....	37,580 80
Equipment,.....	9,216 34
Rent,.....	15,871 91
Depot at Hunter's Point,.....	25,856 28
Sinking fund, State loan,.....	1,000 00
Total,.....	<u>\$249,825 32</u>

ACCIDENTS.

	Killed.	Injured.
Passengers, .....	..	1
Others,	2	2
Total,	<u>2</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

February 1. W. C. Brown, in attempting to get on the cars at Farmingdale, while in motion, was thrown down and slightly injured.

March 2. Frederick Puff, a boy, five years old, was struck by an engine while playing on the track in Brooklyn, and was so much injured that he died the same day.

April 26. A small girl, in attempting to climb on a freight train, in motion, at Bedford, fell and was bruised ; not seriously hurt.

May 9. P. Simpson was killed in Atlantic street, Brooklyn, by the upsetting of a cart that came in collision with a locomotive.

September 24. Michael Riley, walking on the track near Winfield, was struck by an engine and had his arm broken.

None of the employees of the company were thought censurable for any of the above accidents.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

WM. E. MORRIS,	BROOKLYN.
C. HENRY FISHER,	PHILADELPHIA.
COFFIN COLKET,	PHILADELPHIA.
CHARLES EMORY,	PHILADELPHIA.
H. L. GAW,	PHILADELPHIA.
GEO. NEALES,	PHILADELPHIA.
JOSEPH W. RYERSS,	PHILADELPHIA.
JOSEPH H. TROTTER,	PHILADELPHIA.
C. J. SMITH,	MASTIC, L. I.
MATTHEW MORGAN,	NEW YORK.
TOWNSEND JONES,	COLD SPRING, L. I.
G. L. WILLARD,	COLD SPRING, L. I.
H. W. TITUS,	BELLPORT, L. I.

WM. E. MORRIS,

WM. S. S. RUSSELL, ..

Communications intended for this company should be addressed Long Island Railroad office, city of New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. S. S. RUSSELL, *Treasurer.*
WM. E. MORRIS, *President and Sup't.*

(No. 30.)

NEW YORK.

NEW YORK, *Dec. 16th, 1861.*

DEAR SIR — I have received your printed notice, Circular No. 5, respecting the New York Railroad Company; but the company having had no meeting, and done nothing since the filing of its papers of organization, there is nothing, I presume, to report.

Respectfully yours,

(Signed) N. BRANDT,
39 *Exchange Place.*

(No. 31.)

NEW YORK CENTRAL.

STATE OF NEW YORK, }
 City and County of Albany, } ss:

Erastus Corning, President of the New York Central Railroad Company, and Chauncey Vibbard, General Superintendent of the operations of the said road, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief

(Signed) ERASTUS CORNING.

• C. VIBBARD.

Subscribed and sworn to before me, }
 this 10th day of December, 1861, }

J. STERNBERGH,

Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by last report,.....	\$24,000,000 00
The amount now of capital stock,	24,000,000 00
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The amount of capital stock paid in, as by last report,.....	\$24,000,000 00
The amount of capital stock now paid in,	24,000,000 00
<hr/>	
The funded debt as by last report,	\$14,332,523 06
The total amount now of funded debt,	14,613,005 50
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The following is a detailed statement of the funded debt :

Debt certificates, or premium bonds, issued to
 stockholders in 1853, under the consolidation

agreement, payable May 1st, 1883, with interest at 6 per cent per annum, payable semi-annually, on 1st May and November,...	\$8,892,600 00
Deduct the amount of the sinking fund provided for their payment under the consolidation agreement,	1,340,600 00
	<hr/> \$7,552,000 00
Amount outstanding of the debts of the former companies, assumed under the consolidation agreement, the particulars of which debts have been stated in previous reports,	263,553 85
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed under the lease of that road, payable October 1st, 1864, interest at 7 per cent per annum, payable semi-annually, on 1st January and July,	24,000 00
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August,	\$1,680,000 00
Less amount canceled and held by sinking fund,	127,000 00
	<hr/> 1,553,000 00
Bonds to the stockholders of the Buffalo and Niagara Falls Railroad Company, under the lease before referred to, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,....	\$110,800 00
Carried forward,	<hr/> \$9,392,553 85

Brought forward,		\$9,392,553 85
Less amount canceled and held by sinking fund, 28,300 00		
	<u>28,300 00</u>	\$92,500 00
Bonds for railroad stock (as stated in previous re- ports), payable May 1st, 1883, interest at 6 per cent per annum, payable semi- annually, on 1st May and No- vember,	\$817,000 00	
Less amount canceled and held by sinking fund, 137,000 00		
	<u>137,000 00</u>	680,000 00
Bonds for real es- tate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$235,000 00	
Less amount canceled and held by sinking fund, 69,000 00		
	<u>69,000 00</u>	166,000 00
		<u>928,500 00</u>
Bonds and mortgages, for real estate purchased, with interest at 7 per cent per annum, except-		
Carried forward,		\$10,321,053 85

Brought forward,.....	\$10,321,053 85
ing \$25,502.50, the interest upon which is at 6 per cent per annum,.....	301,951 65
Bonds of June, 1854, payable June, 1864, inter- est at 7 per cent per annum, payable semi- annually, on the 15th June and December, .	3,000,000 00
Bonds of August, 1859, payable August, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years,.....	990,000 00
Total amount of funded debt, Sept. 30, 1861,.	<u>\$14,613,005 50</u>

The company has no floating debt.

During the year the company has occasionally given acceptances, as heretofore, the amount of which, outstanding at the close of the fiscal year, was \$209,356.10, of which \$109,800.08 has been paid before the verification of this report.

The average rate per annum of interest on funded debt, ~~6.15~~^{6.25} per cent.

All the interest due by the company, except on mortgages, is payable in the city of New York.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

On the 30th September, 1857, 1858, 1859, 1860 and 1861.

	1857.	1858.	1859.	1860.	1861.
Debt certificates, less amount of Sinking Fund,.....	\$8,260,600 00	\$8,100,000 00	\$7,925,000 00	\$7,745,000 00	\$7,552,000 00
Bonds for convertible loan,.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,.....	880,753 11	657,682 43	637,737 25	550,371 60	263,553 85
Bonds for funding the debts of the former Co's,.....	399,000 00	1,256,000 00	1,225,000 00	1,308,000 00	1,553,000 00
Bonds for railroad stocks,.....	807,000 00	785,000 00	770,000 00	680,000 00	680,000 00
Bonds for real estate,.....	204,000 00	200,000 00	195,000 00	175,000 00	166,000 00
Bonds to Buffalo and Niagara Falls Railroad Co.,.....	93,500 00	93,000 00	90,000 00	86,000 00	82,500 00
Bonds of Buffalo and Niagara Falls Railroad Co.,.....	55,000 00	46,000 00	45,000 00	35,000 00	24,000 00
Bond to Telegraph Company,.....	10,000 00	10,000 00	10,000 00		
Bonds and mortgages,.....	265,657 06	254,952 26	254,033 96	253,151 46	301,951 65
Convertible bonds, payable in 1876,.....	.....	.....	182,000 00	500,000 00	990,000 00*
Debts of the former Companies, paid temporarily by this Company, and to be again funded,.....	656,062 61	2,133 29			
Total amount of Funded Debt,	\$14,631,572 78	\$14,404,767 98	\$14,333,771 21	\$14,332,523 06	\$14,613,005 50
Capital Stock,	24,136,660 69	24,182,400 00	24,000,000 00	24,000,000 00	24,000,000 00
Total amount of Funded Debt and Cap'l Stock.	\$38,768,233 47	\$38,587,167 98	\$38,333,771 21	\$38,332,523 06	\$38,613,005 50

* See subsequent remarks as to funded debt.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present Time.
For graduation and masonry,.....	\$6,777,106 60	\$6,777,106 60
For bridges,	808,067 91	808,067 91
For superstructure, including iron,.....	10,340,641 17	10,378,799 01
For passenger and freight stations, build- ings and fixtures,.....	1,176,520 78	1,216,520 78
For engine and car houses, machine shops, machinery and fixtures,.....	845,113 30	996,122 12
For land, land damages and fences,.....	4,089,117 11	4,278,081 98
For locomotives and fixtures, and snow plows,	2,351,466 12	2,351,466 12
For passenger and baggage cars,	851,127 81	851,127 81
For freight and other cars,	2,054,483 34	2,054,483 34
For engineering and agencies,	603,528 92	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Co.,.....	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,.....	400,000 00	400,000 00
Totals, cost of road and equipment, ..	\$31,106,094 62	\$31,524,226 15

CHARACTERISTICS OF ROAD.

	Miles.
Length of road,	555.88
Length of road laid,.....	555.88
Length of double track, including sidings,.....	369.78
Length of branches owned by the company, laid,.....	258.13
Length of double track on the same,.....	2.
Weight of rail per lineal yard, on main track, 62½ to 80 lbs.	
The number of locomotive engine houses and shops,...	40

	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,.....	297.75
The length of side, or parallel and branch lines is as follows :	

	Miles.
From Troy to Schenectady,.....	21.
From Syracuse to Rochester, <i>via</i> Auburn,	104.
From Batavia to Attica,.....	11.
From Rochester to Suspension Bridge,.....	74.75

Carried forward,	210.75	297.75
------------------------	--------	--------

Brought forward,	210 75	297.75
From Lockport Junction to Tonawanda,	12.25	
From Rochester Junction to Charlotte,	6.88	
From Buffalo to Lewiston,	28.25	
		<u>258.13</u>

The total length of the main, side and branch lines, owned by the company, is,	555 88
---	--------

Miles.

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclu- sive of second tracks and sidings,	555.88
--	--------

The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),	243.53
---	--------

The length of sidings, turnouts and switches laid on main lines and branches,	126.25
--	--------

The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,	925.66
--	--------

Miles.

The length of the Niagara Bridge and Canandaigua Rail- road, leased by this company, is, from Suspension Bridge to Canandaigua,	98.46
Branch line to Elevator at Tonawanda,	1.63
Sidings, turnouts and switches,	3.42

Total length of equivalent single track,	103.51
--	--------

Weight of rail per lineal yard, 57 to 62½ lbs.

The number of locomotive engine houses and shops, 3

EQUIPMENT.

Number of locomotive engines,	215
Number of first class passenger cars (rated as 8-wheel cars),	196
Number of second class and emigrant cars (rated as 8-wheel cars),	40
Number of baggage, mail and express cars (rated as 8-wheel cars),	61
Number of freight cars (rated as 8-wheel cars),	2,759
Number of gravel cars and other service cars,	350

All the locomotive engines are in good condition.

115 freight cars have been added during the year, and their cost charged to expenses.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Miles run by passenger trains,	1,850,056
Miles run by freight trains,	2,727,730
Miles run by the wood, gravel and construction trains,	369,367
Aggregate miles run by the passenger cars in passenger trains,	5,593,178
The same by baggage, mail and express cars in passenger trains,	2,359,503
The same by freight cars in passenger trains,	3,263,170
Aggregate miles run by all cars in passenger trains,	11,215,851

Average rate of fare charged, viz.:

For first class through passengers, per mile, 2 cents.

A small reduction has, at times, been made on fare for a long line owned by several companies, or at competing points.

For first class way passengers, per mile, 2 cents.

For second class and emigrant through passengers, per mile, 1 cent.

For second class and emigrant way passengers, per mile, 1 cent.

Average rate of fare charged for all classes of passengers, 1.99cts.

Number of passengers (all classes) carried in cars,	2,153,944
Number of miles traveled by passengers (all classes),	116,174,767
Number of tons (2,000 lbs.) of freight carried in cars,	1,167,302
Total movement of freight, or number of tons carried one mile,	237,392.974

	Miles per hour
Average rate of speed adopted by ordinary passenger trains, including stops,	21.
Rate of speed of same, when in motion,	28.
Average rate of speed adopted by express trains, including stops	30.
Rate of speed of same, when in motion,	35.
Average rate of speed adopted by freight trains, including stops,	12.
Rate of speed of same, when in motion,	15.

Average weight, in tons (2,000 lbs.), of passenger trains, exclusive of passengers and baggage,	110
Average weight, in tons, of freight trains, exclusive of freight,	180

The amount of freight, in tons :

Of the products of the forest,	39,310
Of animals,	251,964
Of vegetable food,	441,562
Other agricultural products,	47,341
Manufactures,	80,597
Merchandise,	192,583
Other articles,	113,945
Total,	1,167,302

PASSENGERS — Number of Through and Way, First Class, in each direction for each Month.

MONTHS	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Miles Traveled.
October, 1860,...	6,510	113,090	119,600	7,021	105,115	112,136	13,531	218,205	231,736	12,494,215
November, " ...	4,603	91,530	96,133	4,702	89,729	94,431	9,305	181,259	190,564	9,797,360
December, " ...	3,227	75,412	78,639	2,992	76,165	79,157	6,219	151,577	157,796	7,723,614
January, 1861,...	2,647	67,323	69,970	2,353	62,040	64,393	5,000	129,363	134,363	6,499,282
February, " ...	2,787	66,700	69,487	2,433	62,731	65,164	5,220	129,431	134,651	6,568,008
March, " ...	3,789	83,223	87,012	3,975	79,476	83,451	7,704	162,699	170,463	8,617,431
April, " ...	5,082	93,723	98,805	5,416	84,563	89,979	10,498	178,286	188,784	10,040,957
May, " ...	5,574	83,448	89,022	4,549	77,725	82,274	10,123	161,173	171,296	10,267,248
June, " ...	4,689	81,248	85,937	4,084	77,984	82,068	8,773	159,232	168,005	8,786,663
July, " ...	4,755	103,909	108,664	4,162	85,595	89,757	8,917	189,504	198,421	9,999,273
August, " ...	5,139	95,529	100,668	4,830	86,408	91,238	9,969	181,937	191,906	10,123,050
September, " ...	5,588	99,040	104,628	6,169	87,037	93,206	11,757	186,077	197,834	11,720,177
Emigrant, for the yr.	54,390	1,054,175	1,108,565	52,686	974,568	1,027,254	107,076	2,028,743	2,135,819	112,637,278
Total,.....	54,390	1,054,175	1,108,565	10,837	7,288	18,125	10,837	7,288	18,125	3,537,509
	54,390	1,054,175	1,108,565	63,523	981,856	1,045,379	117,913	2,036,031	2,153,944	116,174,787

T O N N A G E.

PRODUCTS OF THE FOREST.	EASTWARD.			WESTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,.....	.....	477	477	152	3,125	8,277	152	8,602	8,754
November, ".....	.....	802	802	173	2,002	2,175	173	2,804	2,977
December, ".....	.....	292	292	269	3,637	8,906	269	8,939	4,198
January, 1861,.....	.....	355	355	131	2,427	2,558	131	2,782	2,913
February, ".....	.....	406	406	120	2,788	2,858	120	8,144	3,264
March, ".....	.....	638	638	154	8,299	8,453	154	3,937	4,091
April, ".....	.....	678	678	204	3,007	8,211	204	8,680	8,884
May, ".....	.....	480	480	327	8,002	8,329	327	3,482	3,809
June, ".....	.....	502	502	254	2,892	8,146	254	3,394	3,648
July, ".....	.....	479	479	169	2,203	2,372	169	2,682	2,851
August, ".....	.....	367	367	160	1,480	1,630	150	1,847	1,997
September, ".....	43	323	366	98	1,460	1,558	141	1,783	1,924
Total,.....	43	5,794	5,837	2,201	31,272	83,473	2,244	37,066	39,310
PRODUCTS OF ANIMALS.									
October, 1860,.....	249	1,878	2,127	12,189	8,842	21,031	12,438	10,720	23,158
November, ".....	194	1,455	1,649	13,740	8,586	22,326	13,934	10,041	23,975
December, ".....	64	1,561	1,625	11,469	6,789	18,258	11,833	8,850	19,883
January, 1861,.....	84	768	852	18,721	7,283	26,004	18,806	8,051	26,856
February, ".....	90	595	685	12,772	4,689	17,361	12,862	6,184	18,046
March, ".....	81	1,081	1,162	18,168	6,515	19,713	18,249	7,626	20,875
April, ".....	42	629	671	12,396	5,192	17,588	12,438	6,821	18,259
May, ".....	18	461	479	20,283	8,961	24,244	20,301	4,422	24,723
June, ".....	6	339	345	14,697	3,807	18,004	14,703	3,646	18,349
July, ".....	31	316	347	11,052	8,671	14,723	11,083	3,987	15,070
August, ".....	2	366	368	12,917	7,378	20,295	12,919	7,744	20,663
September, ".....	12	565	577	13,274	8,256	21,530	13,286	8,821	22,107
Total,.....	873	10,014	10,887	166,678	74,809	241,077	167,561	84,413	251,964

T O N N A G E — (C O N T I N U E D).

VEGETABLE FOOD.		WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
		Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
1860.		1	1,200	1,201	22,631	21,465	44,096	22,632	22,665	45,297
October,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November,	.....	.....	1,569	1,569	24,947	23,083	48,030	24,947	24,652	49,599
December,	.....	.....	1,366	1,366	9,439	15,582	25,021	9,439	16,948	26,387
January, 1861.	.....	.....	1,586	1,586	7,771	18,525	26,296	7,771	20,111	27,882
February,	.....	.....	794	794	6,262	11,149	17,411	6,262	11,943	18,205
March,	.....	.....	1,425	1,425	11,761	27,947	39,708	11,761	29,372	41,133
April,	.....	.....	1,085	1,085	16,850	31,525	48,375	16,850	32,610	49,460
May,	.....	.....	607	607	29,262	15,552	44,814	29,262	16,159	45,421
June,	.....	.....	588	600	25,792	10,275	36,067	25,804	10,863	36,667
July,	.....	.....	397	397	16,200	7,871	24,071	16,200	8,268	24,468
August,	.....	.....	514	514	20,583	8,574	29,157	20,583	9,088	29,671
September,	.....	.....	560	560	31,681	15,131	46,812	31,681	15,691	47,372
Total,	.....	13	11,691	11,704	223,179	206,579	429,858	223,192	218,870	441,562
OTHER AGRICULTURAL PRODUCTS.										
October, 1860,	.....	92	1,264	1,356	463	4,898	5,361	555	6,162	6,717
November,	.....	65	1,361	1,426	808	4,844	5,652	873	6,205	7,078
December,	.....	66	550	616	822	1,241	2,063	888	1,791	2,679
January, 1861.	.....	47	386	433	746	832	1,578	793	1,218	2,011
February,	.....	53	360	413	1,448	1,096	2,539	1,496	1,456	2,952
March,	.....	70	1,163	1,233	2,867	2,028	4,893	2,937	3,189	6,126
April,	.....	99	936	1,035	846	1,520	2,366	945	2,456	3,401
May,	.....	104	413	517	1,210	1,049	2,259	1,314	1,462	2,776
June,	.....	121	385	506	1,547	1,445	2,992	1,668	1,830	3,498
July,	.....	68	184	252	1,715	265	1,980	1,783	449	2,232
August,	.....	41	417	458	1,271	1,205	2,476	1,312	1,622	2,934
September,	.....	37	480	517	1,316	3,104	4,420	1,353	3,584	4,937
Total,	.....	863	7,899	8,762	15,064	23,525	38,679	15,917	31,424	47,841

T O N N A G E — (CONTINUED).

MANUFACTURES.			WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
1860,	862	3,054	3,416	1,258	1,426	2,684	1,020	4,480	6,100			
October,
November,
December,
1861,	551	3,178	3,729	546	5,111	5,266	1,471	6,991	8,462			
January,
February,
March,
April,
May,
June,
July,
August,
September,
Total,	3,245	21,854	25,099	14,683	40,815	55,498	17,928	62,069	80,597			
MERCHANTISE.												
1860,	12,998	6,753	19,751	220	3,146	3,366	18,218	9,899	23,117			
October,
November,
December,
1861,	9,542	6,296	11,583	402	1,415	1,817	5,689	7,711	13,400			
January,
February
March,
April,
May,
June,
July,
August,
September,
Total,	104,750	68,327	173,077	2,808	16,698	19,506	107,558	86,025	192,588			

T O N N A G E — (C O N T I N U E D).

OTHER ARTICLES.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,	754	3,917	4,671	952	5,672	6,624	1,706	9,589	11,295
November, "	723	5,239	5,962	102	3,327	3,429	825	8,566	9,391
December, "	531	3,757	4,288	656	4,737	5,393	1,187	8,494	9,681
January, 1861,	357	4,478	4,835	1,057	2,791	3,848	1,414	7,269	8,683
February, "	525	3,859	4,384	1,116	2,767	3,883	1,641	6,526	8,267
March, "	591	5,013	5,604	439	5,769	6,208	1,030	10,782	11,812
April, "	756	6,068	6,824	583	4,354	4,937	1,339	10,422	11,761
May, "	397	8,174	3,571	1,826	5,350	7,176	2,223	8,524	10,747
June, "	323	2,611	2,934	1,202	4,757	5,959	1,525	7,368	8,893
July, "	312	2,669	2,981	1,676	4,118	4,794	988	6,787	7,775
August, "	360	2,025	2,385	1,270	3,493	4,763	1,630	5,518	7,148
September, "	525	1,944	2,469	1,474	4,549	6,023	1,999	6,493	8,492
Total,	6,154	44,754	50,908	11,353	51,684	63,037	17,507	96,438	113,945

TOTAL TONNAGE.

ALL CLASSES OF FREIGHT.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October, 1860,	14,456	18,543	32,999	37,865	48,574	86,439	52,321	67,117	119,438	23,532,099
November, "	11,054	19,816	30,870	40,787	47,557	88,344	51,941	67,873	119,214	23,418,210
December, "	6,499	17,000	23,499	23,603	38,512	62,115	30,102	56,512	86,614	15,515,851
January, 1861,	4,611	12,850	17,461	29,347	37,072	66,419	33,958	49,922	83,880	16,017,336
February, "	6,739	11,801	18,540	22,554	27,198	49,752	29,293	38,999	68,292	13,941,832
March, "	12,807	18,369	31,176	29,384	51,225	80,609	42,191	69,594	111,785	20,786,236
April, "	11,923	21,899	33,822	32,375	51,852	84,227	44,298	73,751	118,049	21,904,031
May, "	7,293	13,089	20,382	56,079	32,931	89,010	63,372	46,020	109,392	24,875,949
June, "	6,816	9,090	15,906	45,207	26,229	71,436	52,023	35,319	87,842	19,722,811
July, "	6,928	9,371	16,299	31,491	21,714	53,205	38,419	31,085	69,604	16,150,173
August, "	9,998	8,288	18,286	37,595	25,822	63,217	47,593	38,910	81,503	18,229,903
September, "	16,817	10,217	27,034	49,669	36,556	86,255	66,456	46,803	113,259	25,400,143
Total,	115,941	170,333	286,274	435,956	445,072	881,028	551,897	615,405	1,167,302	237,392,974

EXPENSES.

MAINTAINING ROADWAY AND REAL ESTATE.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$793,070 80	\$264,356 93	\$528,713 87
Cost of iron (including cost of chairs and spikes) used in repairs.....	479,672 18	159,890 72	319,781 46
Repairs of buildings,	182,646 57	60,882 19	121,764 38
Repairs of fences and gates,	18,645 00	6,215 00	12,430 00
Taxes on real estate,	155,555 85	51,851 95	103,703 90
Repairs of Mohawk turnpike,	3,082 70	1,027 56	2,055 14
Total,	\$1,632,673 10	\$544,224 35	\$1,088,448 75
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$393,931 58	\$131,310 52	\$262,621 06
Repairs of passenger and baggage cars,	170,946 50	170,946 50	
Repairs of freight cars,	344,488 16	.....	344,488 16
Repairs of tools and machinery in shops,	31,587 35	10,529 12	21,058 23
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	25,119 35	8,373 11	16,746 24
Total,	\$966,072 94	\$321,159 25	\$644,913 69

EXPENSES — (CONTINUED).

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$20,518 15	\$11,538 41	\$8,979 74
Agents and clerks,	243,134 15	88,737 60	154,396 55
Labor, loading and unloading freight,	242,414 36	.....	242,414 36
Porters, watchmen and switch tenders,	182,210 36	60,736 78	121,473 58
Wood and water station attendances,	42,446 88	14,148 96	28,297 92
Conductors, baggage men and brakemen,	154,003 75	78,545 77	75,457 98
Engine men and firemen,	198,484 61	74,621 40	123,863 21
Fuel, cost and labor of preparing for use,	659,141 29	219,713 76	439,427 53
Oil and waste,	90,691 72	30,230 54	60,461 18
Loss and damage of goods and baggage,	19,739 83	429 55	19,310 28
Damages for injuries of persons,	15,740 20	3,935 05	11,805 15
Damages to property, including damages by fire and cattle killed on road,	4,276 86	1,425 62	2,851 24
General superintendence,	54,175 91	18,058 64	36,117 27
Contingencies,	122,255 00	67,865 00	54,390 00
Total,	\$2,049,233 07	\$669,987 08	\$1,379,245 99
SUMMARY OF ALL TRANSPORTATION EXPENSES, AS SHOWN BY THE PRECEDING TABLES.			
Maintaining roadway and real estate,	\$1,632,673 10	\$544,224 35	\$1,088,448 75
Repairs of machinery,	966,072 94	321,159 25	644,913 69
Operating the road,	2,049,233 07	669,987 08	1,379,245 99
Total,	\$4,647,979 11	\$1,535,370 68	\$3,112,608 43

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts :

From passengers,	\$2,315,932 89
From freight,	4,664,448 92
From other sources,	328,660 25
Total,	<u>\$7,309,042 06</u>

Payments, other than for construction :

For transportation expenses, viz. :

For passenger business,	\$1,535,370 68
For freight business,	3,112,608 43
	<u>\$4,647,979 11</u>

For interest, including interest on
debt certificates held for the

sinking fund, \$1,001,977 16

For sinking funds, 114,965 15

For rent of Niagara bridge and

Canandaigua Railroad, 60,000 00

1,176,942 31

For dividends, viz. :

No. 15, Feb., 1861, 3 per cent, \$720,000 00

No. 16, Aug., 1861, 3 per cent, 720,000 00

\$1,440,000 00

Transportation expenses for the year ending September 30th, 1861, 63.59 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1861, \$1,484,120.64, equal to 6.183 per cent on the amount of the capital stock of the company.

Low rates, consequent upon reductions on competing lines, during part of August and the whole of September, had the effect to reduce the per centage of earnings for the year.

For further information, as to increase of funded debt, construction account of 1861, and other matters, see additional statement at end of Report.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1861.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers,	\$82,640 89	\$54,364 62	\$38,446 78	\$30,588 06	\$31,256 32	\$47,929 94	\$57,204 54
Way passengers,	188,500 76	141,511 97	118,306 21	95,664 54	89,436 04	112,848 43	140,672 39
Through freight,	322,877 86	320,689 20	187,242 43	213,625 52	180,120 14	274,332 50	282,123 03
Way freight,	181,672 36	179,495 98	140,924 10	123,765 31	96,324 13	164,194 90	189,226 92
Mail transportation,	7,980 41	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	7,980 41
Express,	5,415 00	5,215 00	5,215 00	5,415 00	4,815 00	5,215 00	5,215 00
Rents, storage, use of engines and cars, and other earnings,	22,401 34	21,479 74	24,931 60	12,026 20	10,860 93	14,549 37	7,266 09
Total,	\$811,457 62	\$730,736 93	\$523,046 54	\$489,065 04	\$420,792 98	\$627,050 56	\$689,688 38

EARNINGS.— (Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$65,530 06	\$58,120 69	\$56,757 19	\$57,895 25	\$67,629 05	\$648,372 39
Way passengers,	132,163 80	124,183 02	140,270 15	151,135 03	170,088 16	1,604,780 50
Through freight,	350,877 60	278,831 82	197,811 33	241,817 49	310,482 99	3,160,791 91
Way freight,	108,229 58	70,547 50	59,178 10	82,869 97	107,228 16	1,503,657 01
Mail transportation,	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	95,765 00
Express,	5,415 00	5,015 00	5,415 00	5,415 00	5,015 00	62,780 00
Rents, storage, use of engines and cars, and other earnings,	6,876 79	14,064 45	55,725 40	14,962 51	27,750 83	232,895 25
Total,	\$677,073 25	\$558,742 90	\$523,137 58	\$562,075 67	\$696,1746 1	\$7,309,042 06

STATEMENT

Of Earnings from Passengers, Freight and all other Sources, for the Years ending September 30th, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860 and 1861.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17		
September 30, 1854,	\$3,151,513 89	\$2,479,820 66	\$286,999 95	\$5,918,334 50	\$1,130,814 33	
" " 1855,	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	645,246 04	
" " 1856,	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	1,143,767 04	
" " 1857,	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	319,903 23	
" " 1858,	2,532,646 55	3,700,270 44	295,495 71	6,528,412 70	.....	\$1,498,838 71
" " 1859,	2,566,369 71	3,337,148 36	297,330 75	6,200,848 82	.....	327,563 88
" " 1860,	2,569,265 13	4,095,933 53	292,042 35	6,957,241 01	756,392 19	
" " 1861,	2,315,932 89	4,664,448 92	328,660 25	7,309,042 06	351,801 05	
Eight years,	\$22,732,972 54	\$30,354,542 05	\$2,124,545 23	\$55,212,059 82	\$2,521,521 89	

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1861.

Wood,	Cords,	140,306	\$537,371 98
Coal,	Tons,	5,302	27,835 50
Oil,	Gallons,	3,996	3,640 13
Iron rails,	Tons,	4,308	200,322 00
Chairs,	Pounds,	152,539	5,958 47
Spike,	"	68,140	2,302 58
Ties,		71,249	21,394 41
Iron, unwrought.	Tons,	464	28,753 81
Iron, work'd and partly w'ked, ..	"	443	92,705 31
Copper and brass, wrought and unwrought,	Pounds,	101,488	28,743 08
Lumber,	Feet,	1,753,684	30,751 85
Lumber, framed or worked,			3,865 00
Other materials for repairing road and bridges,			34,284 46
Engine driving wheels,		94	10,188 72
Truck and car wheels on axles, Pairs,		1,177	40,973 77
Truck and car wheels,		3,698	45,667 71
Steel and steel springs,	Pounds,	280,103	24,684 60
Engine and car castings,	"	665,112	22,899 27
Road castings,	"	213,076	7,905 11
Lumber and nails for fences,			2,033 14
Paints and oils,			4,253 82
Rubber goods,			4,451 71
Car trimmings,			21,841 03
Glass,			2,174 75
Scrap iron,	Tons,	643	16,003 63
Other articles,			19,015 58
Total,			<u>\$1,240,021 42</u>

Furniture in the offices along the line, including iron safes, also workmen's tools, and such articles as are in constant use on the road, which, when procured, were charged to expenses, are not included in the above table of values.

ACCIDENTS.

The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

CAUSE OF THE INJURY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Trains thrown from the track,		7	.....	1	.....	.....	.....	8
At work or standing by or upon trains,			3	.....	.....	1	3	1
Explosion of a locomotive,			2	.....	.....	.....	2	
Jumping on or off the trains or engines while in motion,	1	1	2	2	2	4	5	7
Fell from the cars,	1	1	8	3	2	.....	11	4
Run over while walking, standing or lying upon the track,			4	.....	22	6	26	6
Total,	2	9	19	6	26	11	47	26

Statement of the date of each accident, the place where it occurred, the train, the cause, the extent of the injuries resulting, and the names of the persons injured, as far as the same can be given from the information in possession of the company.

1860.

October 2. William Bradley attempted to get upon the platform of a passenger car at Amsterdam, while the train was in motion; he fell under the train, was run over and killed.

October 6. Joseph Templeton, a drover, while standing between two cars of a stock train at Palmyra station, had his foot caught between the buffers and injured.

October 8. William Butler was struck by the engine of a passenger train, while walking upon the track near Fairport, and seriously injured.

October 17. Mrs. Alice Jacobs, while walking upon the track, near Tonawanda, was struck by the engine of a passenger train, running to Niagara Falls from Buffalo, and killed.

October 24. Eckford Barker, a brakeman, fell upon the track in attempting to get upon his train at Rochester, while it was

in motion. His right arm was so seriously injured as to render amputation necessary.

October 31. Thomas Bates, while lying between the tracks near Oriskany, was struck by the engine of the night express train, moving west, and so seriously injured as to cause his death.

November 15. James Noble, a brakeman, fell from a freight train, moving east, at night, near Fonda, and was killed.

November 16. William Liddle, a brakeman, fell from his train while it was passing through Schenectady, was run over and killed.

November 17. Christopher Ruby, an employee, engaged in making up trains, fell between two cars at Lumber street crossing, in Albany, and was so seriously injured as to cause his death.

November 24. Mrs. Julia Ann Drier was struck by the engine of a passenger train, moving west, near Mabee's station, and killed.

December 5. Michael Flinn, a passenger, in attempting, while intoxicated, to pass from one car to another of a moving train, between Clyde and Lyons, fell upon the track, and was so seriously injured as to cause his death.

December 12. A colored man, a stranger, was found dead upon the track near Kirkville. It is supposed that he had been struck during the previous night by the engine of a freight train, moving west.

1861.

February 7. Casper Hysenger and Daniel Donaven, employees, while pushing a hand car on the track east of Little Falls, during a violent snow storm, were struck by an engine, moving west, and killed.

February 18. John Cook, a lad aged about fourteen years, in attempting to get upon a locomotive as it crossed Mill street, in Rochester, fell upon the track. The wheels of the tender passed over one of his feet, rendering amputation thereof necessary.

February 19. William Jones, an elderly man, stepped in front of the New York express train, moving west, as it approached Belisle crossing, was struck by the engine, and killed.

February 20. Michael Licough, while running upon the track, near Pekin, was struck by the engine of a passenger train, moving west, and killed.

March 2. John Ford, fireman, was killed at Summit Bridge, in attempting to jump upon his engine while it was in motion.

March 22. Whilst a passenger train was standing at Seneca Falls, John Burns got up between the baggage car and express car of the train, in order, it is supposed, to get a free ride. As the train was being stopped at Cayuga, he fell upon the track, was run over and killed. He was intoxicated.

March 27. Charles A. Dix, an aged man, in attempting to cross the railroad track at Oneida, in front of an approaching express train, was struck by the engine and killed. He disregarded the warnings of the watchman, who endeavored to prevent his crossing.

March 28. A woman, a stranger, while sitting upon the track near Tonawanda, was struck by the engine of a passenger train, moving towards Buffalo from Suspension Bridge. One of her legs was broken, and she was otherwise slightly bruised.

April 3. Jacob Heiner was struck by the engine of a local freight train near St. Paul street bridge, in Rochester, and killed.

April 5. Derby Hogan, a switchman, while walking upon the track near Palmyra, was run over by a work train and killed.

April 23. Giles Brower, locomotive engineer, while connecting freight cars at Schenectady, received injuries which caused his death.

May 8. As a passenger train was moving east from Fonda, Charles Simmons, a volunteer, who had taken the train at that station, stepped out upon the platform of the car, lost his balance and fell, injuring an arm and foot.

May 13. Mr. Burnett, while walking upon the track near Victor, was caught by the pilot of the engine of a passenger train, moving east, breaking one of his legs, and otherwise injuring him.

May 23. Elsworth Bidlack, a lad about ten years old, in attempting to cross the track in front of an approaching express train, at a road-crossing near Port Byron, was struck by the engine and killed.

May 26. Simon Hurd, a brakeman, fell from a freight train, moving west, at Batavia, and was killed.

May 31. A stranger, while walking upon the track near Schenectady, was struck by the engine of a passenger train, moving west, and killed.

June 4. Margaret Krisler, while walking upon the track at Maple street crossing in Rochester, was struck by the engine of a freight train, moving west, and slightly injured.

June 5. As a passenger train, moving east, approached Gasport, Jacob Taylor was discovered sitting upon the track; the train was stopped, and he was requested to leave, which he did temporarily; but, as the train was passing him, he threw himself under it and was killed.

June 5. Charles Long, while walking upon the track near Savannah station, was struck by the engine of an express passenger train, moving east, and killed.

June 11. As the stock train was about leaving Clyde, a man was discovered standing upon the buffers between two cars; before the train could be stopped he fell, was run over and killed. He was very much intoxicated.

June 11. As a platform car loaded with timber was passing through the railroad bridge over the canal at West Troy, one of the men upon the car, in climbing to the top of the load, loosened two of the timbers, causing them to swing around and fall off, carrying with them several laborers who were upon the car, James Donovan, Michael Kanally, Michael Farrell and James McGrath were killed; and James Hogan, Patrick Keefe and Nicholas Narmile slightly injured.

June 18. The engine of the New York passenger express train, moving west, struck Mary Riuz, a little girl who was playing upon the track at Manlius, breaking one of her legs.

June 22. A little child of Patrick O'Brien, two and a half years old, walked upon the track at a road-crossing near Newark

station, just in front of an express passenger train, moving west, was struck by the engine and killed.

June 25. Elizur Kirtland, an employee, while coupling an engine to a car at West Albany, fell upon the track, the tender passed over him, injuring him so seriously as to cause his death.

June 29. Barney Rodgers, an employee, in jumping from a car while in motion, carrying laborers to West Albany, was so seriously injured that he died.

July 2. A passenger named D. Murray, when partially dressed, jumped from the platform of a sleeping car of the mail train, moving west, near Port Byron, and was slightly injured. It is supposed he was deranged.

July 3. Philip Simon and Stephen Hays, in attempting to cross the track in an open lumber wagon at a road-crossing near Syracuse, in front of an approaching engine, were struck by it and killed.

July 4. A stock train, moving east, was thrown from the track about four miles east of Rochester; Ovid McConnell, a drover, in jumping from the last car, fell and killed himself. Charles O. Hall, a drover, who remained in the car, was slightly bruised.

July 6. The engine of a stock train, moving east from Suspension Bridge, struck Henry Hetzel, a little boy five years old, cutting off one of his feet and three fingers. He and another boy were running across the track.

July 11. An unknown man, while walking on the track near Schenectady, was struck by a moving engine and killed.

July 12. Oscar Change was killed upon the track near Verona, by the night express passenger train, moving east. He left Verona late in the evening intoxicated, with a bottle of liquor which was found with him.

July 15. Mrs. Margaret Stedman was found dead upon the track east of and near Herkimer village, in the evening, with a broken bottle near her. When last seen alive she was intoxicated.

July 22. By the breaking of the driving shaft of the engine with the mail train, moving east, the train was thrown off the track near Pekin; Mr. Townsend, Doctor Cleveland and Mr. and Mrs. Rogers and daughter, passengers, G. W. Smith, mail agent, and John G. Bryan, baggageman, were slightly injured.

July 23. John White, a colored boy, was struck by the engine

of a passenger train from Troy, at the plankroad crossing near Schenectady, and killed. The boy attempted to cross the track directly in front of the train.

July 24. Charles Wilson, an employee, fell from one of the cars of a gravel train near Schenectady, was run over and killed.

July 30. Andrew Kendrick, a track man, while walking upon the track near West Bergen, was struck by the engine of a passenger train, and killed.

August 2. Edward Schuyler jumped or fell from the platform of a passenger car of a train, moving west, in the evening, at Little Falls. The car ran over him, causing his death.

August 2. John Hazard, a colored boy, while lying asleep upon the track, about half way between Geneva and Waterloo, was struck by the engine of a passenger train, moving east, and killed.

August 16. James Warner, a lad aged about fourteen years, in attempting to get off the mail train at Canaseraga before it stopped, fell under the car; he lost his left arm in consequence of the injuries received.

August 29. Michael Kinsella, a switchman, in attempting to get upon a box car at Canandaigua, while it was in motion, fell under the car, which passed over his right leg, rendering amputation necessary.

September 5. Michael Miller and Thomas Garvin, employees, were killed by the explosion of engine No. 82, at Canastota.

September 7. Joseph Hoover, in attempting to get upon the last car of a passenger train which was passing him, near Charlotte, was thrown under the wheels and killed. He left Charlotte in advance of the train, considerably intoxicated.

September 10. Andrew Rhinehart was found dead upon the track of the first railroad bridge east of Clyde, in the evening. It is supposed that the working train had run over him during the afternoon; when last seen alive, he was intoxicated.

September 13. As a train of cars was crossing Michigan street, in Buffalo, a stranger attempted to step upon the platform of one of the cars, but missed it and fell, slightly injuring one of his legs.

September 25. James Taylor was sitting on the end of a tie in the track, near Shortsville, and so near the rail that he was

struck by the pilot of the engine of a passing train, and killed. Every effort was made to warn him of his danger and to stop the train.

NAMES AND RESIDENCES OF THE DIRECTORS AND OFFICERS.

Directors.

ERASTUS CORNING,	ALBANY.
DEAN RICHMOND,	BUFFALO.
JOHN H. CHEDELL,	AUBURN.
ALONZO C PAIGE,	SCHENECTADY.
JOHN V. L. PRUYN,	ALBANY.
NATHANIEL THAYER,	BOSTON.
LIVINGSTON SPRAKER,	PAL. BRIDGE.
JACOB GOULD,	ROCHESTER.
CORNELIUS L. TRACY,	TROY.
CHARLES H. RUSSELL,	NEW YORK.
RICHARD M. BLATCHFORD,	NEW YORK.
HAMILTON WHITE,	SYRACUSE.
HENRY H. MARTIN,	ALBANY.

Officers.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>General Counsel and President pro tem., also Acting as Treas- urer pro tem. since the death of the late incumbent,</i>	ALBANY.

Officers in charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i> ..	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady Division,</i> .	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse Div.,</i> .	UTICA.
H. W. CHITTENDEN,	<i>Syracuse and Rochester Division,</i>	SYRACUSE.
JOB COLLAMER,*	<i>Rochester, Buffalo & N. Falls Div.,</i>	BUFFALO.

The principal office, and the address of the company, is at Albany.

* Died November 7th, 1861.

OFFICE OF THE N. Y. CENTRAL R. R. Co., }
ALBANY, *December 10th, 1861.* }

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed) ERASTUS CORNING, *President.*
C. VIBBARD, *General Supt.*

INCOME ACCOUNT.

For the Year ending September 30th, 1861.

<p>To Expenses of maintaining and operating road,....</p> <p>" Coupons and Interest,</p> <p>" Dividend No. 15, Feb., 1861, 3 per ct., \$720,000 00</p> <p>" Dividend No. 16, Aug., 1861, 3 per ct., 720,000 00</p> <hr/> <p>" Future Income: Amount of one year's contribution to Sinking Funds, transferred to Current Income Account:</p> <p>Debt Certificates,</p> <p>Bonds to Buffalo and Niagara Falls \$111,764 57</p> <p>R. R. Co..... 3,200 58</p> <hr/> <p>" Rent of the Niagara Bridge and Canandaigua R. R.,</p> <p>" Sundry bad, doubtful and disputed balances and items, accruing from the business of several years past, now charged off under authority of the Board of Directors,</p> <p>" Balance, September 30, 1861,.....</p>	<p>\$4,647,979 11</p> <p>1,001,977 16</p> <p>1,440,000 00</p> <p>114,965 15</p> <p>60,000 00</p> <p>164,754 40</p> <p>1,576,378 45</p> <hr/> <p>\$9,006,054 27</p>	<p>By Balance, September 30, 1860,</p> <p>" Passenger receipts,..... \$2,315,932 89</p> <p>" Freight " 4,664,448 92</p> <p>" Mail, " 95,765 00</p> <p>" Miscellaneous " 232,895 25</p> <hr/> <p>7,309,042 06</p>	<p>\$1,697,012 21</p>
		<p>By Balance, September 30, 1861,</p>	<p>\$1,576,378 45</p>

BALANCE SHEET.

From General Ledger, September 30th, 1861.

Railroad and equipment,		\$81,524, 226 15	Capital stock,		\$24,000,000 00
Cash in banks,	\$40,581 25		Funded debt Albany and Schenectady R. R. Co.,		
Passenger and freight agents; balances, since re- mitted,	521,508 23	572,084 48	Schenectady and Troy R. R. Co.,	\$122,000 00	
Buffalo and State Line Railroad Company stock, ..	\$357,800 00		Buffalo and Rochester R. R. Co.,	38,568 85	\$283,583 85
Troy Union Railroad Company stock,	41,500 00		Buffalo and Niag. Falls R. R. Co.,	24,000 00	
Hudson River Bridge Company stock,	80,240 00				
Lake Propeller stock,	291,591 50	921,181 50	Debt certificates,	\$7,552,000 00	
Future income; proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1861, to May 1, 1863,			Bonds for convertible loan,	3,000,000 00	
Fuel and supplies; surplus beyond \$1,000,000,		7,634,500 00	Railroad stocks,	680,000 00	
		240,021 42	Real estate,	166,000 00	
			Funding debts of old companies,	1,558,000 00	
			Bonds to Buffalo and Niagara Falls R. R. Co.,	82,600 00	
			Bonds, convertible, due in 1876,	990,000 00	
			Bonds and mortgages,	801,951 66	14,825,451 66
					14,813,005 50
Bills receivable,	\$59,292 54		Bills payable,		209,356 10
General post-office department,	26,186 66		Unclaimed dividends,	\$8,930 04	
Real estate (Buffalo and Niagara Falls R. R. Co.), " (Oliver Lee & Co.'s bank),	32,500 00 36,400 38	158,376 68	Expenses of operating the road; paid in October, Coupons and interest; accrued to September 30th, Income account; balance September 30, 1861,	206,889 87 880,728 17	646,549 08
		\$41,045, 239 13			1,576,378 45
					\$41,046, 289 13

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF THE CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853, .....	.....	.....	.....	.....	\$419,287 20	\$375,040 99	\$390,794 80	\$491,546 00	\$381,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,	\$335,362 14	\$315,113 40	\$429,277 77	\$501,906 83	510,929 88	476,578 60	425,766 15	520,075 42	646,898 54	649,420 12	567,227 01	432,861 72
1855,	426,037 65	316,274 82	538,257 15	654,298 77	633,881 69	221,436 48	471,217 97	545,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,	447,104 30	381,802 14	621,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	760,923 19	687,576 71
1857,	400,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,066 87	822,516 95	847,286 23	615,367 01	646,192 49
1858,	450,275 86	390,430 67	537,857 87	668,494 73	510,197 42	432,195 40	458,683 80	538,048 16	653,373 06	663,660 81	600,919 81	510,424 64
1859,	380,348 68	370,544 36	509,210 54	478,562 63	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,396 27
1860,	387,128 14	402,530 38	561,078 49	585,140 94	551,699 53	495,942 82	544,494 07	692,362 21	868,984 78	811,457 62	730,736 63	523,046 54
1861,	489,065 04	420,792 98	627,050 56	689,688 38	677,073 25	558,742 90	523,137 58	562,075 67	696,174 61			

EARNINGS IN OCTOBER AND NOVEMBER, 1860 AND 1861, PARTLY ESTIMATED FOR 1861.

MONTHS.	1860.	1861.	INCREASE.
October,	\$811,457 62	\$926,980 41	\$115,522 79
November,	730,736 93	951,120 86*	220,383 93
Total,	\$1,542,194 55	\$1,878,101 27	\$335,906 72

* The largest earnings of the Company, in any one month.

ADDITIONAL STATEMENT BEFORE REFERRED TO.

Funded Debt.

Until the present year, no new issue of Funded Debt has been made by the Company since the \$3,000,000.00 loan in 1854, except \$318,000.00 of the Convertible Bonds due in 1876, as mentioned in the report of 1860. All the improvements on the line of road, purchases of Real Estate, as far as paid for, and additions to Machinery and rolling stock, and other property of the Company, made in the meantime, were provided for out of Income, until the amounts thus added to the Construction and Investment accounts had become too large to be carried by the Income account, and that account was therefore refunded, in part, by an addition of \$490,000.00 to the issue of Convertible Bonds due in 1876, as above stated.

The surplus of Income account used for the Construction and Investment accounts, remaining after this issue, was, on the 30th of September, 1861, as will appear by the following statement:..... \$1,466,852 15

Construction account (See Balance Sheet), ...	\$31,524,226 15
Investment " 	921,131 50
	<hr/>
	\$32,445,357 65

Capital Stock, \$24,000,000 00

Funded Debt, less Debt Certifi-

cates and Bonds to Buffalo

and Niagara Falls Railroad

Co., for premiums allowed

on Stock at consolidation,.. 6,978 505 50

30,978,505 50

\$1,466,852 15

The value of Fuel and Supplies, not included in the assets of the Company, as will appear from the Balance Sheet and Inventory, is,.. 1,000,000 00

Surplus of Income account, 30th September, 1861, invested as above stated,.....

\$2,466,852 15

CONSTRUCTION.

During the year ending with the 30th of September, 1861, the following amounts were charged to Construction :

For additional Real Estate,.....	\$188,964 87
For Erections and improvements at West Albany, and on account of new Engine house at Roches- ter,.....	151,008 82
For half cost of rebuilding the Buffalo Elevator, the balance having been charged to Expenses, as stated in Report for 1860,	40,000 00
For cost of 5.36 miles of new and additional sidings laid down,	38,157 84
	<hr/> <hr/> \$418,131 53 <hr/> <hr/>

ITEMS CHARGED TO EXPENSES.

During the same period, in addition to the extensive repairs to the road-bed, machinery and rolling stock, the cost of the following items has been charged to Expenses :

The building of several new Passenger, Freight, and Water Stations, the latter in some cases including the cost of Caloric Pumping Engines.

The addition of 115 new Freight Cars to the Equipment, including several Iron Cars.

The substitution of iron for wooden bridging, as mentioned in the Report for last year, has been continued.

There are now fifteen Iron Bridges upon the line, all brought into use within the last three years, of spans from 22 to 125 feet, the most considerable being that, of several spans, across the Mohawk river at Schenectady, the whole length reduced to single track being 3,973½ feet, and the aggregate cost, \$91,372.40, all of which has been charged to Expenses.

IMPROVEMENTS AT WEST ALBANY.

The very complete arrangements made at West Albany for the cattle trade, have proved to be highly important to the business and valuable to the interests of the Company. That place has

already become one of the great cattle marts of the country. Here the purchasers from New York and New England meet the drovers from the West, and the weekly market is one of great and increasing importance.

The Machine and Repair Shops, also recently erected by the Company at West Albany, have just been brought into use. They are substantial, but plain and appropriate structures, well designed for the purposes for which they were built, and will be productive of increased economy and efficiency in the management of the Company's business.

With the exception of perhaps one building, very much needed for storing lumber and other supplies, and an additional smith shop, it is believed that no further additions of any considerable extent, to the arrangements thus made, will be necessary for some time to come.

These improvements had become very desirable, and the Directors believe that they will prove to be very valuable in the working of the Road, and meet the cordial approval of all who may feel inclined to inquire into their character.

EXAMINATION OF TREASURER'S ACCOUNTS.

The accounts and vouchers of the Treasurer's Office, and the canceled bonds and bond issues to the close of the fiscal year, have been thoroughly examined by a committee of three of the Directors, who spent several weeks in the discharge of their duties, and who have reported them as entirely correct and satisfactory.

By order of the Board of Directors.

ERASTUS CORNING,

President.

ALBANY, Dec. 10, 1861.

(No. 32.)

NEW YORK AND ERIE.

STATE OF NEW YORK, }
New York City and County, } ss :

Nathaniel Marsh, receiver, and Charles Minot, acting Superintendent of operations of the New York and Erie Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) NATHANIEL MARSH.
 CHARLES MINOT.

Subscribed and sworn to before me, }
 this 20th day of December, 1861, }

E. W. BROWN,

Commissioner of Deeds.

The information required under the head of "Stock and Debts" cannot be furnished, for the reason set forth in the annexed letter from the trustees of the stock and bondholders of the New York and Erie Railroad Company.

The Receiver has no charge of the stock and bonds accounts, beyond the payment of the interest on the mortgage bonds as ordered by the court.

No floating debt has been incurred by the Receiver.

NEW YORK, 14th December, 1861.

NATHANIEL MARSH, *Receiver,*

Dear Sir: In reply to your inquires, we beg to say that the entire property of the New York and Erie Railroad Company has been purchased by us as Trustees for the organization of the Erie Railway Company, under powers conferred upon us by the statutes of New York. The Erie Railway Company is to consist of the shareholders and unsecured creditors of the New York and Erie Railroad Company, and is

to be vested with the estate and franchises of that company. We are about closing the settlements of the amounts of stock, of each class on the new company; but as the time given by law for settling these has not yet expired, we cannot give you exact amounts. This can be of little consequence, as we are required to file them in the office of the Secretary of State when ascertained.

Yours respectfully,

DUDLEY S. GREGORY,
J. C. BANCROFT DAVIS, } *Trustees.*

COST OF ROAD AND EQUIPMENT.

ON WHAT ACCOUNT.	Sept. 30, 1860.	Sept 30, 1860, to Sept. 30, 1861.	Sept. 30, 1861.
Grading,.....	\$13,867,359 77	\$91,294 57	\$13,958,654 34
Superstructure,	2,624,074 26	38,007 27	2,662,081 53
Land,.....	1,237,460 30	10,027 33	1,247,487 63
Engineering,.....	498,151 72	.....	498,151 72
Agency,.....	156,592 66	.....	156,592 66
Office expenses,.....	200,529 88	.....	200,529 88
Machine and workshops,....	315,437 80	4,770 25	320,208 05
Machinery in shops,.....	574,439 38	12,332 93	586,772 31
Freight and passenger depots,	188,868 60	36,337 61	225,206 21
Water stations and wood sheds,.....	280,159 44	6,254 93	286,414 37
Locomotives and tenders,.....	2,052,717 14	16,500 00	2,069,217 14
Passenger cars,.....	373,495 27	2,620 38	376,115 65
Freight cars,.....	1,742,290 63	.....	1,742,290 63
Contingencies,.....	190,937 63	2,209 67	193,147 30
Iron,.....	4,061,512 56	.....	4,061,512 56
Interest,.....	1,651,694 13	.....	1,651,694 13
Steamboats, barges, &c,.....	221,127 39	1,200 00	222,327 39
Depot, West street, and stores,.....	100,622 17	.....	100,622 17
Dunkirk Harbor improvements,.....	12,230 36	.....	12,230 36
Telegraph,.....	55,531 24	4,175 00	59,706 24
Interest on first mortgage bonds,.....	499,944 17	.....	499,944 17
Discount on first mortgage bonds,.....	278,534 80	.....	278,534 80
Discount on second mortgage bonds,.....	461,074 51	.....	461,074 51
Discount on income bonds,.....	257,539 47	.....	257,539 47
Discount on convertible bonds, 1871,.....	351,592 70	.....	351,592 70
Discount on convertible bonds, 1869,.....	381,565 60	.....	381,565 60
Discount on mortgage bonds, 1883,.....	364,564 95	.....	364,564 95
Discount on 7 per cent certificates,.....	34,857 00	.....	34,857 00
Discount on bonds, 1876,.....	587,941 59	.....	587,941 59
Construction prior to 1845,.....	1,355,416 13	.....	1,355,416 13
Union Railroad improvements,.....	437,143 77	.....	437,143 77
Cars and engines bought of C. & N. F. R. R. Co,.....	177,444 95	.....	177,444 95
Totals,.....	\$35,574,171 97	\$222,729 94	\$35,796,901 91

CHARACTERISTICS OF ROAD.

Length of road,	446 miles.
Length of road laid,	446 "
Length of double track, including sidings,	286 "
Length of branches owned or leased by the company, laid,	113 "
Length of double track laid on same,	16 "
Weight of rail, per yard, on main track,	56 to 75 lbs.
Number of engine houses and shops,	25
Number of engines,	220
Number of 1st class passenger cars (rated as 8-wheel cars),	102
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	40
Number of baggage, mail and express cars (rated as 8-wheel cars),	44
Number of freight cars (rated as 8-wheel cars), ...	2,850
Length of main line of road from Pier, Piermont, to Dunkirk,	446 miles.

NEW YORK, *January 4th*, 1862.

GEO. R. PERKINS, Esq.,

Dep. State Engineer and Surveyor, Albany,

Dear Sir: I desire to add in connection with our report for the last year, that it includes the earnings and expenses of the Canandaigua Branch, and which cannot be separated from the general report.

Yours respectfully,

NATHANIEL MARSH,

President.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	1,255,379
Number of miles run by freight trains,	2,561,796
Number of passengers (all classes) carried in cars,	842,659
Number of miles traveled by passengers, or number of passengers carried one mile,	54,997,710
Number of tons, of 2,000 pounds, of freight carried in cars,	1,253,419

Total movement of freight, or number of tons carried one mile,	251,350,127
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	26
Average rate of speed adopted by express trains, including stops,	26
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same, when in motion,	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	85
Average weight, in tons, of freight trains, exclusive of freight,	210

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	108,685
Of animals,	209,757
Of vegetable food,	243,959
Other agricultural products,	26,920
Manufactures,	145,673
Merchandise,	167,244
Other articles,	351,181
Total,	1,253,419

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,*	2.2 cents.
For first class way " (average),	2.5 "
For second class through " "	1.75 "
For second class way " "	2.25 "
For emigrant through " "	0.7 "
For emigrant way " "	1.25 "

* A small deduction is made between distant competing points.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$690,569 03 7	\$276,227 60	\$414,341 43
Cost of iron used in repairs.*	213,134 69 4	85,253 87	127,880 82
Allotted to passenger transportation, length in feet,..... 415,686 } weight in pounds,... 8,525,388 }			
Allotted to freight transportation, length in feet,..... 623,528 } weight in pounds,... 12,788,081 }			
Repairs of buildings,.....	37,661 82 4	15,064 71	22,597 11
Repairs of fences and gates,.....	39,316 81 4	15,726 73	23,590 08
Taxes on real estate,.....	68,616 48 4	27,446 61	41,169 87
Totals,.....	\$1,049,298 83	\$419,719 52	\$629,579 31
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,.....	\$342,439 21 4	\$115,829 85	\$226,609 36
Repairs of passenger and baggage cars,.....	102,300 30 7	102,300 30	
Repairs of freight cars,.....	302,113 06 7	.....	302,113 06
Repairs of tools and machinery in shops,.....	31,145 61 7	12,458 25	18,687 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c, about shops,.....	30,639 96 7	12,255 99	18,383 97
Totals,.....	\$808,638 14	\$242,844 39	\$565,793 75

* This amount is the difference between the value of the new and old iron.

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$34,098 83	\$13,639 55	\$20,459 28
Agents and clerks,.....	219,124 93	87,649 99	131,474 94
Labor, loading and unloading freight,.....	219,965 52		219,965 52
Porters, watchmen and switch tenders,.....	46,802 93		28,081 77
Wood and water station attendance,.....	5,887 82	18,721 16	3,532 68
Conductors, baggage and brakemen,.....	212,993 90	2,355 14	151,245 68
Enginemen and firemen,.....	226,031 41	61,748 22	100,357 62
Fuel, cost and labor of preparing for use,.....	450,908 96	65,673 79	270,545 37
Oil and waste for engines and tenders,.....	56,937 39	180,363 59	36,099 69
Oil and waste for freight cars,.....	21,327 82	20,837 70	21,327 82
Oil and waste for passenger and baggage cars,.....	3,051 71	3,051 71	
Loss and damage of goods and baggage,.....	23,635 92		23,635 92
Damage for injuries of persons,.....	1,043 75		
Damage to property, including damages by fire and cattle killed on road,.....	10,302 02	1,043 75	6,181 20
General superintendence,.....	51,582 11	4,120 82	30,949 26
Contingencies,.....	62,839 94	20,632 85	37,703 96
Totals,.....	\$1,646,534 96	\$504,974 25	\$1,141,560 71

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers	\$1,136,045 73
From freight,	4,351,464 35
From other sources,	103,406 52
Total,	<u>\$5,590,916 60</u>

2d. Receipts :

From passengers,	\$1,136,045 73
From freight,	4,375,567 86
Mails,	97,981 44
Storage,	1,292 17
Rents,	550 91
Sleeping cars,	3,592 00
Total,	<u>\$5,615,030 11</u>

3d. Payments, other than for construction :

For transportation expenses,*	\$3,611,508 39
For interest,	1,525,230 00
Rents of railroads,	138,400 00
Discount on currency, &c.,	7,111 44
Hire of cars,	2,015 69
Total,	<u>\$5,284,265 52</u>

*Expenses per tables, including taxes,	\$3,504,471 93
Hudson River Ferry,	83,522 60
Operating Telegraph,	23,713 66
	<u>\$3,611,508 39</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
1860.								
Oct. 3,					1		1	
Oct. 13,					1		1	
Oct. 16,					1		1	
Nov. 16,			2		1		3	
Nov. 18,			1	1			1	1
Nov. 23,			2				2	
Dec. 2,	1		1				2	
Dec. 5,					1		1	
Dec. 16,			1				1	
Dec. 25,			1				1	
1861.								
Jan. 1,					1		1	
Jan. 11,					1		1	
Jan. 16,			1				1	
Jan. 24,		1						1
Feb. 6,				1				1
Feb. 12,					1		1	
Feb. 14,				1				1
Feb. 15,			1				1	
Feb. 16,			1				1	
Feb. 19,			2				2	
Feb. 20,					1		1	
Feb. 28,					1		1	
April 14,					1		1	
April 18,					1		1	
May 7,					1		1	
May 15,			1				1	
May 19,			1				1	
May 20,					1		1	
May 24,			1				1	
May 27,			2				2	
May 31,	1						1	
June 12,	1						1	
June 14,			2				2	
June 16,		1						1
June 29,					1		1	
July 4,			1				1	
July 20,					1	1	1	1
July 28,			1				1	
Aug. 4,			1				1	
Aug. 31,			1				1	
Sept. 2,					1		1	
Sept. 8,						1		1
Sept. 10,						1		1
Sept. 27,		1	3				3	1
	3	3	27	3	17	3	47	9

1860.

October 3. Mr. Dolson. Found dead on the track, one mile east of Owego; supposed to have been intoxicated.

October 13. James Reynolds. Was struck on the track near Suffern, by engine and died next day.

October 16. H. Bradshaw. Instantly killed while walking on the track one mile east of Elmira, while, on approaching of W. and E. train, stepped on track of N. Y. and E. train, and was run over.

November 16. William Todd. Killed at Sloatsburgh; was working on track and did not notice train.

November 16. William Larkins. Was run over by cars, and killed between Hankins and Callicoon, while attempting to steal a ride.

November 16. — Welsh. Killed instantly at Ramapo; got on the train between two cars, and was thrown off when train stopped.

November 18. Darley O'Brien. Run over by engine and killed, while in a hand cart at Gulph Summit.

November 18. John Ryan. Leg broken by same accident.

November 23. Owen Rowley. Run over and killed at Deposit, while intoxicated.

November 23. J. L. Belknap. Much bruised about the body, and left leg broken; was walking on track at Port Jervis, with an umbrella open; did not see train backing towards him, and was run over; died on the 26th.

December 2. Philip Lonegan. Killed at Owego, while coupling cars; did not raise draw bar high enough.

December 2. John Colbert. Had his leg broken at Paterson, while attempting to jump off the cars; died Feb. 16, 1861.

December 5. Henry Rosa. Killed at Port Jervis; fell from cars and was run over while attempting to steal a ride.

December 16. Thomas Torpy. Killed at Lackawaxen; fell from cars and was run over.

December 25. John Harrigan. Was struck by engine, while intoxicated, at Cascade, and died after a few days.

1861.

Jan. 1. Mary McIverny. Had one leg broken and internal injuries, near junction C. and E. R. R.; died same night.

Jan. 11. David C. Lockwood. Had both legs broken and skull fractured, being struck by engine while walking on the track at Turner's; died at Jersey City two hours after.

Jan. 16. Kinney Dilts, Brakeman. Train ran off the track; was killed instantly at west end of switch, the sleeping car being thrown off.

Jan. 24. Stephen Banks, passenger on freight train. Bruised and considerably burnt from stove in caboose, which ran off the track.

Feb. 6. Barney McMahan. Both legs broken while attempting to get on board cars at Union; likely to recover.

Feb. 12. A. J. Moore. Left leg crushed and arm broken; died two hours after. He attempted to get on after the train had started from Goshen depot.

February 14. B. B. Leland. Had his shoulder dislocated, and has since recovered. Was thrown off the train, which ran off the track near Scio.

February 15. John Lynch. Killed instantly, near Campville; was lying on track with both legs over rail, while intoxicated.

February 16. John Scully was so seriously injured that he died the same night; supposed to have attempted to get on the train between two flat cars, slipped and fell under the wheels, at Elmira.

February 19. Pat Treihill. Killed instantly, near Binghamton; train ran off track by switch left wrong by D. L. and W. R. R. men.

February 19. James Tripp, engineer. Died same night by same accident.

February 20. Jacob Arndt. Head taken off and body mutilated; was walking on track at Paterson.

February 28. John Fitger. Killed instantly at Big Flats, while attempting to get on train; fell between two flats loaded with logs.

April 14. M. H. Benedict. Killed near Union ; fell in a fit on the track, and being on a curve, the engine could not be stopped before he was struck.

April 18. Hiram Ackley. Killed near Campville ; was struck by train, No. 1, while he crossed the track, to avoid Owego coal train.

May 7. John Tice. Killed instantly at Passaic ; was lying on the track, and not observed until the engine was within a few yards of him.

May 15. Oscar Farnum. He jumped off, or was thrown off, from his engine, No. 151, and was so much injured that he died two days after.

May 19. Martin Mack. Was killed instantly at Genesee, while attempting to get from the top of the train ; slipped and fell between the cars.

May 20. G. Kober. Severely injured ; died in a few minutes. He attempted to cross the track near the water tank at Longdock, and was run over.

May 24. Martin Foulkley. While coupling at Canandaigua, was caught between the bumpers ; died.

May 27. Chas. Monrood. Fell between the cars while in motion near Cameron, and was killed.

May 27. E. L. Russell. Was under the caboose at Narrowsburgh, examining the wheels, and not hearing the signal to start, was run over and died two days after.

May 31. Peter Baume. Fell from the train half a mile east of Olean, and brought to Dunkirk ; extent of injuries not known.

June 12. Jas. Sleek. Fell from the platform of the car while in motion, near Canister ; skull fractured, and so injured that he died June 14th.

June 14. Dennis Delaney. Was standing on track Bergen tunnel, and, owing to drunkenness, did not observe the train backing towards him, and was run over ; killed instantly.

June 14. Lawrence Farrell. Was throwing dirt from the car at Port Jervis, when the engine began to back, throwing him out ; was run over ; died in the hospital July 2d.

June 16. Rev. Dan'l Kelley. Left arm broken above the elbow ; jumped off the train when it was passing Passaic station ; will recover.

June 29. Unknown. Was lying on the track near Hornells-ville, and struck by engine; not expected to live.

July 4. M. B. Harris. Was struck on the head by bridge at Big Flatts, while going up a ladder attached to caboose; died July 5.

July 20. Matthew Decker. Was riding in a wagon, and when near R. R. crossing at Washingtonville, horse stopped on track; the wagon was struck by engine, Mr. Decker thrown out, and so severely injured that he died in a few hours.

July 20. John Decker. One leg broken above the knee; same accident.

July 28. Chas. Coons. Killed at Jersey City in assisting to move some heavy timbers; was struck on the head by a large stick.

Aug. 4. Pat. Quinlan. Killed instantly at Rathbunville while walking on the track; was killed by the engine.

Aug. 31. Wm. Jacobus. Run over while on the track, by train at Lackawaxen, and instantly killed.

Sept. 2. Geo. Farner. Was walking on the track near Came-ron; run over by engine, and so seriously injured that he died in one hour.

Sept. 8. Stephen H. Dickinson. Struck by engine while walk-
ing on track at Hale's Eddy; somewhat bruised, but has since recovered.

Sept. 10. Mr. Hunter. Stepped on outward bound track at Wellsburgh, to avoid coming train, and was struck by engine of train, No. 1; both legs broken and head badly cut; very likely to recover.

Sept. 27. H. Miller. Killed near Scio, by a culvert being washed out, and letting the engine, tender and smoking car into the creek; the train was going very slow at the time of the accident.

Sept. 27. Oscar Vesey. Killed by same accident.

Sept. 27. J. G. Weaver. Killed by same accident.

Sept. 27. H. A. Walton. Leg broken by same accident.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) NATHANIEL MARSH.
CHARLES MINOT.

ARTICLES OF ASSOCIATION,

Made and entered into this thirtieth day of April, in the year of our Lord one thousand eight hundred and sixty-one, pursuant to the provisions of the act entitled "AN ACT RELATING TO THE FORECLOSURE AND SALE OF THE NEW YORK AND ERIE RAILROAD," passed April 4, 1860, and of the act entitled "AN ACT IN ADDITION TO AN ACT RELATING TO THE FORECLOSURE AND SALE OF THE NEW YORK AND ERIE RAILROAD," passed April 2, 1861.

ARTICLE I. The associates are Dudley S. Gregory and J. C. Bancroft Davis, who were named in the said acts, and Nathaniel Marsh, Samuel Marsh, Daniel Drew, Robert H. Berdell, William B. Skidmore, Henry L. Pierson, D. A. Cushman, Ralph Mead and Cornelius Vanderbilt, of New York, Ambrose S. Murray, of Goshen, Thomas D. Wright, of Binghamton, John Arnot and Alexander S. Diven, of Elmira, Horatio N. Otis, of Westchester County, and Henry A. Taler, of the city of New York, who have been and hereby are associated with said Gregory and Davis, pursuant to the powers contained in said acts, for the purpose of becoming a body corporate, to be called the ERIE RAILWAY COMPANY.

ARTICLE II. The said associates have organized themselves as a board of directors of the said Erie Railway Company, and have chosen the said Nathaniel Marsh to be the president of said company, and Samuel Marsh to be the vice-president of said company, and Horatio N. Otis to be the secretary of said company, and Talman J. Waters to be the treasurer of said company, who are all the officers necessary to the organization of said company.

ARTICLE III. The capital stock of said company is divided into common capital stock and preferred capital stock. The whole amount

of the said common stock of said company is one hundred and fifteen thousand and five hundred shares, each of the par value of one hundred dollars, being in amount equal to the outstanding capital stock of the New York and Erie Railroad Company. The whole amount of the preferred capital stock of said company is to be equal to the amount of the total unsecured and judgment debt of the New York and Erie Railroad Company, with interest thereon, as provided by the contract referred to in said acts, and by the provisions of the said act passed April 2, 1861, when ascertained pursuant to the provisions of said act. The said contract is substantially in the words and figures following :

A CONTRACT between the shareholders and the creditors of the New York and Erie Railroad Company, for maintaining the mortgage securities, unsecured bonds, and capital stock of the Company.

The New York and Erie Railroad Company having failed to pay at maturity certain of the coupons upon its bonds, and certain of its acceptances and other floating debt, in consequence of the falling off of the receipts from its traffic ; and certain of the mortgage creditors having in consequence commenced proceedings against the company, to enforce the mortgage trusts; and a receiver of the property covered by the fourth and fifth mortgages having been appointed; and a large number in amount of the mortgage and other creditors of the company, having recommended the following plan for liquidating the liabilities of the company, and the board of directors of the company having also adopted and recommended it :

Now, therefore, we, shareholders, bondholders and creditors of the New York and Erie Railroad Company, each, in the consideration of the agreements of the others herein contained, and of one dollar to each of us paid, and each holding and representing the interest set opposite our respective names, do hereby agree as follows :

First. Such of us as are holders of the first mortgage bonds of the said company, agree to deposit with the trustees hereinafter named to receive the net earnings, our respective coupons past due and to mature November 1, 1859, for payment hereafter from net earnings (not hereby waiving any lien under the statutes of New York), and to exchange them for scrip of a form annexed, marked A, they holding the coupons in trust for us until payment in full, as herein provided for.

Second. Such of us as are holders of second mortgage bonds of said company assent to receive the payment of our respective interests past due and to mature March 1, 1860, out of said net earnings (not, however, waiving any liens under said second mortgage), and such of us as have received coupon extension sheets, will surrender to said trustees, in exchange for scrip of like form, the coupons to be thus paid from net earnings.

Third. Such of us as are holders of the third mortgage bonds of said company agree to deposit with said trustees our respective coupons, past due and to mature March 1 and September 1, 1860, for payment hereafter from net earnings (not

waiving any lien under our mortgage), and exchange them for scrip of like form said trustees holding said coupons in trust for us until payment in full. We further consent and request that the third mortgage bonds of the said company, to the amount of \$4,000,000, principal redeemable in 1883, to be issued under the trust to take up the second mortgage bonds of the company at maturity, be issued and applied to that purpose.

Fourth. Such of us as are holders of the fourth mortgage bonds of said company hereby agree to deposit with said trustees our respective coupons past due and to mature April and October, 1860, and April, 1861, for payment hereafter from net earnings (without waiving any lien under our mortgage), and to exchange them for scrip of like form, said trustees holding the same in trust for us until paid for in full; and such of us as are holders of the fifth mortgage bonds of said company agree to deposit with said trustees our respective coupons past due and to mature December, 1859, June and December, 1860, and June, 1861 (without waiving any lien under our mortgage), and to receive payment thereof from net earnings as herein provided, said trustees holding the same in trust for us till paid in full. But if, in order to carry out this scheme, either or both said fourth or fifth mortgages are foreclosed, and a new company formed, new mortgage bonds of the new company of like amounts, terms of payment and priority of lien with our present bonds are to be issued to us, with corresponding coupons placed with said trustees, so that the holders of fourth and fifth mortgage bonds hereto subscribing shall have the same rights as if the scheme were carried out without a foreclosure.

Fifth. Such of us as are holders of the convertible sinking fund and other unsecured bonds of said company hereby agree to exchange our respective bonds for preferred stock of like amount with the principal of our bonds, with coupons now over due, and for two years in advance added, and to deposit our bonds with said trustees to be so exchanged, receiving therefor receipts of the form marked B. Such preferred stock is to be entitled to preferred dividends out of the net earnings (if earned in the current year, but not otherwise), not to exceed 7 per cent in any one year, payable semi-annually, after payment of mortgage interest, and delayed coupons in full.

Sixth. Such of us as are holders of the stock of the New York and Erie Railroad Company hereby assent to the foregoing, and agree to exchange our respective shares for shares to the same amount in such new company, should it become necessary to organize the same, and to place our shares in trust with said trustees for that purpose, on receiving receipts therefor, of form annexed, marked C.

Seventh. Dudley S. Gregory, of Jersey City, and J. C. Bancroft Davis, of New York, whose names are hereto subscribed for the purpose of signifying their assent hereto, are hereby created trustees for the following purposes:

I. To receive and hold said mortgage coupons of each class, and issue scrip therefor.

II. To receive and hold such fourth and fifth mortgage bonds, in case of foreclosure, and exchange them as herein provided.

III. To receive and hold such unsecured bonds and coupons, and exchange them for such preferred stock, and issue receipts therefor.

IV. To receive and hold such shares as the capital stock of the New York and Erie Railroad Company, for the purpose above named, and issue receipts therefor.

V. To cause proper agreements to be drawn in order to carry out the purposes of this agreement, and they or either of them, as the attorney in fact of the subscribers hereto, to sign the same.

VI. In case a sale of the road under foreclosure is necessary to carry out this agreement, to buy the same in on our account, assessing us as hereinafter provided, said trustees being under no liability to furnish money for that purpose.

VII. After said railroad passes out of the hands of the receiver, to receive the net earnings thereof from the new management, and apply them to the payment of, 1st, such of the present floating debt of said New York and Erie Railroad Company, not exceeding \$320,000 principal sum, interest to be added to date of payment, as shall be contained in a schedule thereof to be furnished to the said trustees by the board of directors, and for which fourth mortgage bonds are pledged as collateral; 2d, to the expenditures upon the Long Dock property, estimated to amount to \$500,000; 3d, to the liquidation of said delayed mortgage coupons, in the order of their priority, which shall terminate said trust.

VIII. To retain from said net earnings, as a compensation for their own services, a sum to be fixed by the board of directors.

Eighth. Should the whole or nearly all of the fourth and fifth mortgage and unsecured creditors and stockholders of the New York and Erie Railroad Company become parties to this contract, we propose to carry it out without a foreclosure, by obtaining legislative sanction to it. But should such general assent not be obtained, a foreclosure will be necessary. We invest the said trustees, jointly with the present board of directors, or a majority of them, with full discretionary power to determine whether to proceed by foreclosure or not. If no foreclosure is had, the stock of each class provided to be issued by such new company is to be issued by the New York and Erie Railroad Company, after legislative sanction is obtained. If a foreclosure is had, we authorize said trustees to assess us as follows:

I. Holders of the bonds issued under the mortgage which shall be foreclosed, to the full amount of the bonds held by them respectively, payable in their respective mortgage bonds, for which they are to receive new mortgage bonds of like amount and lien as above provided.

II. All the subscribers hereto, holders of mortgage bonds secured by the mortgages which may be foreclosed, of unsecured bonds and of stock, a *pro rata* contribution for any cash necessary to complete the purchase, payable at such day as the trustees shall fix before the day named for payment by the terms of sale. Any subscriber failing to make such payment is not to be entitled to an interest in the new organization.

The amount of the said contribution is to be a charge upon the net earnings of the road, to be repaid before the payment of dividends upon the preferred stock, or to be funded, as the board of directors shall determine.

Ninth. In case of sale under decree in a foreclosure suit, this contract shall be spread upon the record by answer of the company to the complaint or otherwise, and so much thereof incorporated into the decree as the court shall permit, so as, under directions of the court to have the sale made subject thereto, and protect the rights of unsecured bondholders and stockholders.

Tenth. An assessment of one-eighth of one per cent shall be paid said trustees by each bondholder whose bonds are to be converted or exchanged, and by each subscribing shareholder when the exchanges are made and

the trust in that respect executed, for which a lien is created upon the respective bonds and certificates; said assessment to constitute a fund for the expenses of re-organization, and to be administered under the directions of said trustees, who are authorized to employ agents and counsel, and incur such other expenses as they may think necessary in securing a re-organization of the company on the basis of this contract.

Eleventh. It is further agreed that such second mortgage bondholders as shall elect to exchange their second mortgage bonds for third mortgage bonds, dollar for dollar, shall, in addition to such third mortgage bonds, receive a bonus of ten per cent on the par value of their bonds in preferred stock of the same class as that issued for unsecured bonds.

Twelfth. The time within which bondholders and stockholders can become parties to this agreement is limited to January 1, 1860; but the said trustees may, when circumstances warrant it, permit signatures to be made in New York after January 1, 1860.

Thirteenth. The board of directors named in this contract shall be either the board of directors of the New York and Erie Railroad Company, or, in case of foreclosure, the board of directors of the new company.

Fourteenth. The New York and Erie Railroad Company, by Samuel Marsh, its president, and Horatio N. Otis, its secretary, under authority from the board of directors, have signed this agreement in token of its assent thereto.

Dated at New York, the 22d day of October, A. D. 1859.

ARTICLE 4. On the second Tuesday of October, in the year 1862, and on the second Tuesday of October in each year thereafter, an election of directors of said company shall be had in the city of New York, the polls to be open at 11 A. M., and to continue open till 2 P. M., but in case of failure to hold such election, the corporation shall not be deemed dissolved, but a new election may be held as provided by law, and the old board of directors and officers shall continue in office till a new board is chosen. A majority of any board for the time being shall constitute a quorum for business, and a less number than a majority may adjourn a meeting. Stated meetings of the board shall be held at the directors' room, in the city of New York, on the last Wednesdays in February, May, August and November in each year, after the discharge of the receiver. The president may call other meetings when he deems necessary, and he shall call a meeting when requested in writing by two members of the board; and there shall also be meetings at such times as the by-laws may provide. The corporation shall possess all the powers given by the several acts applicable to said company, to be exercised by the board of directors, except as herein provided, and the board of directors may elect by ballot a secretary, a treasurer, an auditor, and a general superintendent of the company, and shall have power to fix the salaries of the officers and employees of the company; but until said salaries shall be fixed by the board they may be fixed by the presi-

dent, and no officer or agent shall be entitled to any extra compensation above his regular salary or wages. The other officers of the company shall be appointed by the president, and all the officers of the company shall hold their office until their respective successors are elected or appointed and enter upon their duty. At each of the quarterly meetings it shall be the duty of the treasurer and auditor respectively to make a report of the condition of their respective departments to the board, and the same shall be open to the inspection of the stockholders.

ARTICLE V. There shall be a standing committee of said board called the executive committee, consisting of five members of the board, to be nominated by the president and approved by the board. The president shall attend all meetings of this committee, and when he is present the committee shall act upon all matters submitted by him, and shall keep full minutes of their proceedings for the information of the board when called for. No business shall be transacted by said committee in the absence of the president, unless four members are present.

ARTICLE VI. The president by himself, and through such general and special superintendents as may be appointed, and with such advice as he may receive from the board, or executive committee, is authorized to run and operate the road, and make proper arrangements for the reception and delivery of merchandise and passengers, and the collection of fares and freight. He is to preside at the meetings of the board, when present, and is to be, *ex officio*, a member of all committees. He may dismiss any employee or agent for reasonable cause, and may give such power of dismissal to any of the superintendents within their respective departments; but in case of dismissal, there shall be a right of appeal to the board of directors, on such terms as the by-laws may provide. All the officers of the company (except the auditor and treasurer) are to make their reports to him as the superior officer of the company, to whom they are responsible.

ARTICLE VII. In case the office of president shall become vacant by death or otherwise, the vice-president shall perform the duties of the president until the appointment of a successor. And in case of the absence of the president, the vice-president shall preside at the meetings of the board, and exercise, so far as may be necessary, during such absence, the powers and functions of the president.

ARTICLE VIII. The treasurer, the secretary and the auditor, shall respectively perform the duties usually performed by the treasurer, secretary and auditor of the railroad companies, or as the same may be defined by the by-laws, and said officers shall hold office during the pleasure of the board of directors.

ARTICLE IX. All transfers of stock shall be made in the usual form by the stockholders, signing in proper person or by attorney, in books, to be provided for the purpose, a declaration of sale or transfer, setting forth the number of shares transferred, and the person to whom and the time when the same are so transferred. And at the time of said transfer, the old certificates of the shares so transferred shall, in all cases, be surrendered up to be canceled, and a new certificate shall be issued in lieu thereof. All certificates shall be signed by the president or vice-president, or by some director expressly authorized as acting president and by the secretary. No transfer of stock, however, shall be made for ten days next previous to the annual election of directors; nor shall any transfers be made for such number of days previous to the payment of a dividend as the directors may determine, at the time of declaring such dividend.

ARTICLE X. The board of directors may pass by-laws not inconsistent herewith or with the laws of this state; but notice of every proposed by-law, except those adopted simultaneously herewith, and of every proposed amendment of a by-law, stating the proposed by-law or amendment, shall be given in writing to the secretary, at least ten days preceding the meeting at which it is acted upon, and the call of the meeting at which such proposed by-law or amendment is to be acted upon (unless the same shall be a regular quarterly meeting), shall specify the subject of the said proposed amendment or by-law; and there shall be an affirmative vote of at least nine members in its favor necessary to amend or alter any by-law, or to pass any new by-law.

ARTICLE XI. No new mortgage shall be created on the property now covered by the existing mortgages of the New York and Erie Railroad Company, unless the intention to create the same shall be published in some newspaper in the city of New York, once a week for ten weeks next before the annual election of directors; but this article is not to be construed to affect the rights vested in the Erie Railway Company by the act entitled "An act relating to the foreclosure and sale of the New York and Erie Railroad."

ARTICLE XII. No floating debt shall be created, except for the ordinary supplies, materials and expenses of operating the road, and for the payment of the bids made by the said Gregory and Davis for the purchase of the New York and Erie Railroad, unless authorized by vote of three-fourths of the board of directors, at a meeting called for that purpose.

ARTICLE XIII. All the agreements, covenants, acts and liabilities of Nathaniel Marsh, as the receiver of the New York and Erie Railroad Company, except such as are founded on his willful misconduct or fraud in his trust, are assumed by this company, and this company indemnifies the said Marsh against the same.

ARTICLE XIV. The acts and agreements and liabilities of Dudley S. Gregory and J. C. Bancroft Davis, trustees, in purchasing the New York and Erie Railroad, and in purchasing the Buffalo and New York City Railroad, are ratified and assumed by this company; and all their acts in the execution of their trust are ratified, and their liabilities to deliver certificates of preferred and common stock upon the scrip issued by them are assumed by this company. And said certificates may be delivered by said secretary, from time to time, on surrender of said scrip, and the payment of the assessment of two and one-half per cent on the par value of the new stock, which has been made by said Gregory and Davis, trustees as aforesaid, together with interest on said assessment from the 1st day of September next, if not paid before that day. The amount of the said assessments is to be repaid to the holders of the scrip issued therefor, with interest thereon, before any dividends are declared on the preferred stock.

ARTICLE XV. This company, in assuming any covenants and agreements which the said Marsh, or the said Gregory and Davis, or either, have assumed, or may be supposed to have assumed, when the same relate to the possession or occupancy of real estate under a lease, reserve the right to insist upon such modifications of the covenants in any instruments made or assumed by them, or either of them, as shall be deemed requisite.

ARTICLE XVI. This company may consolidate with any other railroad company or companies, when thereto authorized by law, and by a vote of at least fourteen of the directors for the time being, and stock of either or both classes may be issued to carry out any agreement or agreements that may be made for such consolidation.

ARTICLE XVII. Except as to Articles 11, 12, 13 and 14, these articles may be at any time amended, so far as authorized by law, and in conformity with the said acts, and with the laws of this State, by unanimous vote of the members of the board of directors present at a meeting called for that purpose, or at least ten days' notice in writing to each director, specifying the subject of the proposed amendment.

IN WITNESS WHEREOF, we, the said several associates, have hereunto set our hands, the day and year first above written.

DUDLEY S. GREGORY, }
J. C. BANCROFT DAVIS, } **TRUSTEES.**

NATHANIEL MARSH,
SAMUEL MARSH,
DANIEL DREW,
ROBERT H. BERDELL,
WILLIAM B. SKIDMORE,
HENRY L. PIERSON,
D. A. CUSHMAN,
RALPH MEAD,

CORNELIUS VANDERBILT,
AMBROSE S. MURRAY,
THOMAS D. WRIGHT,
JOHN ARNOT,
ALEXANDER S. DIVEN,
HORATIO N. OTIS,
HENRY A. TAILER.

After signing the Articles of Association, Mr. Otis and Mr. Tailer resigned, whereupon William Francis Splatt and William Evans, both of London, were duly elected as Directors of the Erie Railway Company in their places.

BUFFALO BRANCH OF THE ERIE RAILWAY.

Articles of Association made this 1st day of June, A. D., 1861, by and between Dudley S. Gregory, J. C. Bancroft Davis, Nathaniel Marsh, Samuel Marsh, A. S. Murray, Henry L. Pierson, Robert H. Berdell, William B. Skidmore, D. A. Cushman, Ralph Mead, Henry A. Tailer, Horatio N. Otis and Talman J. Waters.

WHEREAS, the said Dudley S. Gregory and J. C. Bancroft Davis, did, on the twenty-first day of March last, become the purchasers of the real estate, track and fixtures of the Buffalo and New York City Railroad Company, lying and being between the terminus of said Railroad, at Hornellsville, in the county of Steuben, and the terminus in the village of Attica in the county of Wyoming, of the portion of said road covered by the mortgage hereinafter named, which said track, real estate and fixtures were sold by virtue of a mortgage executed by the said Buffalo and New York City Railroad Company

to Shepherd Knapp, Cornelius Smith and Theodore Dehon, bearing date the first day of July, 1851, and have acquired title to the same in the manner prescribed by law, and have associated with themselves the said Nathaniel Marsh, Samuel Marsh, A. S. Murray, Henry L. Pierson, Robert H. Berdell, William B. Skidmore, D. A. Cushman, Ralph Mead, Henry A. Tailer, Horatio N. Otis and Talman J. Waters, for the purpose of becoming a corporation under the laws of this State, for the purpose of maintaining and operating the said railroad for public use, in the conveyance of persons and property.

Now, THEREFORE, these articles of association witness :

First. That the said Dudley S. Gregory and J. C. Bancroft Davis, have associated and do hereby associate with themselves, the said Nathaniel Marsh, Samuel Marsh, A. S. Murray, Henry L. Pierson, Robert H. Berdell, William B. Skidmore, D. A. Cushman, Ralph Mead, Henry A. Tailer, Horatio N. Otis and Talman J. Waters, for the purposes aforesaid.

Second. That the name of the said Corporation hereby formed, is The Buffalo Branch of the Erie Railway Company.

Third. That the number of years the same is to continue, is fifty years.

Fourth. That the places from and to which the said road is to be maintained and operated, are its said terminus at Hornellsville, and its said terminus at Attica, both inclusive.

Fifth. That the length of such road as near as may be is sixty miles.

Sixth. That the counties through or into which it is made, are Steuben county, Wyoming county, Genesee county, Livingston county and Allegany County.

Seventh. That the amount of the capital stock of said company is six hundred thousand dollars, divided into six thousand shares, of one hundred dollars each.

Eighth. That the said Dudley S. Gregory, who resides in Jersey City, in the State of New Jersey, J. C. Bancroft Davis, Samuel Marsh, both of whom reside in the city of New York, A. S. Murray who resides at Goshen, Henry L. Pierson, William B. Skidmore, D. A. Cushman, Ralph Mead, Talman J. Waters and Henry A,

Tailer, all of whom reside in the city of New York, Nathaniel Marsh, who resides at Clifton, on Staten Island, Robert H. Berdell, who resides at Brooklyn in Kings county, and Horatio N. Otis, who resides at Yonkers in the county of Westchester, are the directors of said company, who are to manage its affairs for the first year, and until others are chosen in their places.

(No. 33.)

NEW YORK AND FLUSHING.

FLUSHING, Dec. 24th, 1861.

MR. GEO. R. PERKINS,

Deputy State Engineer:

DEAR SIR—Enclosed please find report of N. Y. and Flushing R. R. Co.

I regret we could not make it more perfect. I informed you, when we last met in Albany, that the present company came in possession of the estate of the Flushing R. R. Co., through the foreclosure of a mortgage, everything was delivered to us excepting the books of the old Co., in which, of course, is a record of cost of road and equipment, without which record we cannot give the statement required.

We think it quite necessary that we should have them, but have not been able to induce the custodians to deliver them to us, which is our apology for not furnishing you with the report earlier.

In making our report last year, we simply copied from a report given some years back; but judging that such report would not meet the requirements of law, we must decline to repeat it. Our enclosed report is from the time we took possession of the road, Dec. 15th, 1860, to Oct 1st, 1861,—9½ months.

It has been suggested by counsel, that the power to get the books rests with the department with which you are connected; if so, could you not do something to overcome the difficulty.

Yours respectfully,

SPENCER H. SMITH,

President N. Y. and Flushing R. R. Co.

Officers of the Flushing R. R. Co. who have the custody of the books:

WM. SMART, *President.*SAMUEL B. PARSONS, *Secretary.*D. L. WILLIAMS, *Treasurer.*

All residing in Flushing, Queens Co., L. I.

STATE OF NEW YORK, }
 County, } ss :

Spencer H. Smith, President, and John S. Bottorff, acting Superintendent of operations of the New York and Flushing Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) SPENCER H. SMITH, *President.*
 JOHN S. BOTTORFF, *Superintendent.*

Subscribed and sworn to before me, }
 this 21st day of December, 1861, }

SAM'L WILLETT,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter,	\$120,000 00
Amount of stock subscribed,	120,000 00
Amount paid in, as by last report,	120,000 00
Total amount now paid in of capital stock,	120,000 00
Funded debt, as by last report,	135,000 00
Total amount now of funded debt,	135,000 00
Floating debt, as by last report,	6,000 00
The amount now of floating debt,	6,000 00
Total amount now of funded and floating debt, ..	141,000 00
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

Superstructure, including iron,	\$610 00
Passenger and freight stations, buildings and fixtures, ..	400 00
Land, land damages and fences,	<u>1,887 81</u>

CHARACTERISTICS OF ROAD.

Length of road,	8 miles.
Length of road laid,	8 "
Weight of rail, per yard, on main track,	56 lbs.
Number of engine-houses and shops,	2
Number of engines,	2
Number of 1st class passenger cars (rated as 8-wheel cars,)	6
Number of baggage, mail and express cars (rated as 8-wheel cars,)	2
Number of freight cars (rated as 8-wheel cars),	3
Length of main line of road from Flushing to Hunter's Point,	<u>8 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	25,035
Number of passengers (all classes) carried in cars, ..	179,063
Number of miles traveled by passengers, or number of passengers carried one mile,	1,432,504
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	25
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	<u>36</u>

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2 cents.
For first class way passengers,	<u>2 "</u>

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$2,316 60
Cost of iron used in repairs,	<u>532 18</u>
Carried forward,	\$2,848 78

Brought forward,.....	\$2,848 78
Repairs of buildings,.....	517 40
Repairs of fences and gates,.....	60 00
Taxes on real estate,	309 92
Total,	\$3,736 10

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$217 50
Repairs of passenger and baggage cars,	242 70
Total,.....	\$460 20

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$329 04
Agents and clerks,.....	880 00
Porters, watchmen and switch tenders,.....	242 00
Wood and water station attendance,.....	242 00
Conductors, baggage and brakemen,	2,245 66
Enginemen and firemen,	1,217 00
Fuel, cost and labor of preparing for use,	2,537 09
Oil and waste for engines and tenders,.....	457 20
Oil and waste for passenger and baggage cars,....	87 50
Total,	\$7,737 49

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$25,881 63
From freight,	467 10
From other sources,	168 55
Total,	\$26,517 28

2d. Receipts :

From passengers,	\$30,035 39
From freight,	789 06
Carrying mails,.....	378 10
Total,	\$31,202 55

3d. Payments other than for construction :

For interest, \$6,028 21

NAMES AND RESIDENCES OF OFFICERS.

Directors.

SPENCER H. SMITH, FLUSHING, L. I.
 SIMON R. BOWNE, NEWTOWN.
 JOHN E. PARSONS, NEW YORK.
 JOHN ALSTYNE, NEW YORK.
 ANDREW BAIRD, NEW YORK.
 JAMES T. BRUCE, NEW YORK.
 ELEFTUS B. LITCHFIELD, BROOKLYN.
 E. DARWIN LITCHFIELD, BROOKLYN.
 R. H. THOMPSON, BROOKLYN.

SPENCER H. SMITH, PRESIDENT.

SIMON R. BOWNE, TREASURER AND SECRETARY.

MARK BREAD, ENGINEER.

JOHN S. BOTTORFF, SUPERINTENDENT.

Communications intended for this company should be addressed
 Flushing, Queens county, L. I.

The undersigned have caused the foregoing statements to be
 prepared by the proper officers and agents of this company, from
 the books and records, and have examined them as far as prac-
 ticable, and believe them to be correct.

(Signed) SPENCER H. SMITH, *President.*
 JOHN S. BOTTORFF, *Supt.*

(No. 34.)

NEW YORK AND HARLEM.

STATE OF NEW YORK, }
 County, } ss:

William H. Emerson, Treasurer, and Allan Campbell, President and acting Superintendent of operations of the New York and Harlem Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) ALLAN CAMPBELL, *President.*
 W. H. EMERSON, *Treasurer.*

Subscribed and sworn to before me, }
 this 27th day of November, 1861, }

BENJ. L. BILLINGE,
 Commissioner of Deeds, New York.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$8,000,000 00
Amount of stock subscribed :	
Common stock,	\$4,217,100 00
Preferred stock,	1,500,000 00
	<hr/>
	5,717,100 00
Amount paid in, as by last report,.....	5,717,100 00
Total amount now paid in of capital stock,....	5,717,100 00
Funded debt, as by last report,.....	5,372,179 21

Total amount now of funded debt,*.....	5,537,664 41
The amount now of floating debt,†.....	43,788 53
Total amount now of funded and floating debt,*	5,581,452 94
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....		
For bridges,		
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures,	\$7,371,982 54	†\$7,385,739 50
Engine and car-houses, machine shops, machinery and fixtures,		
Land, land damages and fences,.....		
Locomotives and fixtures, and snow plows,	\$306,410 73	
Horses and stable equipage,.. 52,506 92	358,917 65	358,917 65
Passenger and baggage cars,		
Freight and other cars,	291,886 50	291,886 50
Total cost of road and equipment,‡.....	\$8,022,786 69	\$8,036,543 65

* Real estate mortgages not included above, amounting to \$218,573.35. There are also outstanding \$244,500, of Albany Extension certificates, on which, according to a certain deed of trust, the company is to pay interest out of the earnings of that part of the road between Dover Plains and Chatham. The company is now exchanging these (at less than par value) for the bonds of the company. The company hold \$1,755,500 of the \$2,000,000 issued of Albany Extension certificates, which was purchased by old stock, cash and bonds, which amount does not appear in the cost of the road, but is included in the above statement of stocks and debts. The increase in the funded debt (\$165,485.20) is caused by the issue of third mortgage and sinking fund bonds to retire the Albany Extension certificates, of which \$220,500, principal, and \$125,886.24, accrued interest, have been thus retired during the current year.

† This amount of floating debt is caused by cash payments for retiring the Albany Extension certificates.

‡ This amount (\$7,385,739.50) covers only the cost of the road from New York to Dover Plains. The cost of the remaining distance, from Dover Plains to Chatham, is represented by \$2,000,000 Albany Extension certificates, of which the company hold \$1,755,500. Within the past year, one locomotive engine and a large number of freight cars have been purchased. The inventory of equipment taken Sept. 30, 1861, shows an increased value of \$56,111.15, over the preceding year, which amount is included in the current expenses of the road.

‡ Real estate owned by this company,	\$1,137,014 46
Less mortgages,	218,573 35
Not included in cost of road and equipment,	<u>\$918,441 11</u>

CHARACTERISTICS OF ROAD.

Length of road,	130.75 miles.
Length of road laid,	130.75 "
Length of double track, including sidings,	29.06 "
Length of branches owned by the company, laid,	2.12 "
Length of double track laid on same,	2.12 "
Weight of rail, per yard, on main track,	50 to 60 lbs.
Number of engine-houses and shops,	16
Number of engines,	34
Number of 1st class passenger cars (rated as 8-wheel cars),	36
Number of city cars (4 wheels),	42
Number of baggage, mail and express cars (rated as 8-wheel cars),	13
Number of freight cars (rated as 8-wheel cars), ..	435
Length of main line of road, from New York city to Chatham Four Corners,	130.75 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	314,826
Number of miles run by cars of passenger trains, with horses,	33,645
Number of miles run by city cars,	555,120
Number of miles run by freight trains,	272,652
Number of miles run by cars of freight trains, with horses,	24,647
Number of miles run by New Haven trains over this road, with steam,	75,328
Number of miles run by New Haven trains over this road, with horses,	47,815
Number of miles run by gravel trains,	4,590
Number of passengers (all classes) carried in cars :	
Regular,	531,988 }
Commutors,	194,375 }
Number of passengers carried in city cars,	3,607,889

Number of miles traveled by passengers, or number of passengers carried one mile :		
Regular,	11,216,910	} 15,772,007
Commutors,	4,555,097	
Number of miles traveled by passengers, or number of passengers carried one mile in city cars,		5,411,833
Number of tons, of 2,000 pounds, of freight carried in cars,		168,527
Total movement of freight, or number of tons car- ried one mile,		11 032,070
Average rate of speed adopted by ordinary passen- ger train, including stops (miles per hour),		20
Rate of speed of same, when in motion,		25
Average rate of speed adopted by express trains, including stops,		30
Rate of speed of same, when in motion,		35
Average rate of speed adopted by freight trains, including stops,		12
Rate of speed of same, when in motion,		15
Average weight, in tons, of passenger trains, exclu- sive of passengers and baggage,		39
Average weight, in tons, of freight trains, exclusive of freight,		144

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	7,369
Of animals,	62,053
Of vegetable food,	17,410
Other agricultural products,	2,496
Manufactures,	29,043
Merchandise,	12,210
Other articles,	37,946
Total,	168,527

*The rate of fare for passengers, charged for the respective classes
per mile, as follows :*

For first class through passengers,	2 cents.
For first class way,	2.75 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,	\$119,787 44	\$64,193 38	\$55,594 06
Cost of new iron used in repairs, \$21,627 08 } *	30,916 56	16,568 00	14,348 56
Repairs of old rails,			
Allotted to passenger transportation,			
length in feet,	119,485		
weight in lbs,	2,405,623		
Allotted to freight transportation,			
length in feet,	103,478		
weight in lbs,	2,083,337		
Repairs of buildings,	6,243 73	3,945 98	2,897 75
New station houses,	2,500 00	1,339 74	1,160 26
Repairs of fences and gates,	882 57	472 96	409 61
Taxes on real estate,	21,866 31	11,712 67	10,143 64
Totals,	\$182,180 61	\$97,632 73	\$84,553 88
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$42,024 97	\$22,520 93	\$19,504 04
Maintaining stock horses,	15,770 53	8,450 82	7,319 71
New locomotive engine,	9,929 07	5,320 93	4,608 14
Repairs of passenger and baggage cars,	22,025 63	22,025 63	
Repairs of freight cars,	27,482 22	.....	27,482 22
New freight cars,	51,395 92	.....	51,395 92
Repairs of tools and machinery in shops,	229 69	123 09	106 60
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	4,525 80	2,425 35	2,100 45
Totals,	\$173,383 83	\$60,866 75	\$112,517 08

* There has been 763 tons of new iron purchased and laid during the year, at a cost of \$37,843 88, and there has been old iron sold to the amount of \$16,226 80, leaving the actual cost at \$21,627 08. There has also been 1,301 tons of old iron repaired, costing \$9,289 48. It will thus appear that while 2,004 tons of iron have been used, the cost was only \$30,916 56.

EXPENSES—(CONTINUED).

RAILROAD REPORT.

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OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$12,471 25	\$6,683 27	\$5,787 98
Agents and clerks,.....	39,503 93	21,169 82	18,334 11
Labor, loading and unloading freight,.....	16,874 46	.....	16,874 46
Porters, watchmen and switch tenders,.....	26,560 64	14,233 69	12,326 95
Stable attendance,.....	17,754 86	9,514 72	8,240 14
Conductors, baggagemen, brakemen and drivers,.....	82,281 34	44,094 09	38,187 25
Enginemen and firemen,.....	35,428 86	18,986 12	16,442 74
Fuel, cost and labor of preparing for use:.....	71,048 46	38,074 45	32,974 01
Hay and provender for horses,.....	35,489 00	19,021 75	16,467 25
Oil and waste for engines and tenders,.....	8,588 26	4,602 40	3,985 86
Oil and waste for freight cars,.....	1,873 98	.....	1,873 98
Oil and waste for passenger and baggage cars,.....	936 98	936 98	.....
Loss and damage of goods and baggage,.....	938 01	502 67	435 34
Damage for injuries of persons,.....	2,981 05	1,597 53	1,383 52
Damage to property, including damages by fire and cattle killed on road,.....	871 96	467 28	404 68
General superintendence,.....	17,279 20	9,259 82	8,019 38
Contingencies,*.....	27,274 58	14,616 36	12,658 22
Totals,.....	\$398,156 82	\$203,760 95	\$194,395 87

* Legal expenses,..... \$8,888 20
 Rent,..... 14,373 76
 Insurance,..... 2,079 43
 Telegraph,..... 1,963 18

\$27,274 58

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$448,193 48
From freight,	533,657 56
From other sources,	163,129 22
Total,	<u>\$1,144,980 26</u>

2d. Receipts :

From passengers,	\$448,193 48
From freight,	533,657 56
Mail service,	6,525 00
Expresses,	7,456 39
Rent receivable,	15,961 55
Miscellaneous,	966 65
New Haven Company,*	132,219 63
Total,	<u>\$1,144,980 26</u>

3d. Payments, other than for Construction :

For transportation expenses,	\$753,727 26
For interest,	403,318 41
Total,	<u>\$1,157,045 67</u>

* From New Haven Company :

For passengers,	\$78,702 08
Freight,	12,038 86
Mail,	1,146 82
Expresses,	2,303 60
Rent,	14,999 92
Haulage of cars,	23,028 40
	<u>\$132,219 63</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1860.								
Oct. 24,				1				1
Oct. 26,						1		1
Oct. 30,						1		1
Nov. 3,					1		1	
Nov. 5,						1		1
Nov. 10,					1		1	
Nov. 22,		1						1
Dec. 22,				1				1
Dec. 29,						1		1
1861.								
Jan. 9,					1		1	
Feb. 2,			1				1	
Feb. 8,						1		1
Feb. 10,				1				1
Feb. 11,		1						1
Feb. 13,		2						2
May 1,				3				3
May 22,					1		1	
June 17,					1		1	
July 4,			1				1	
Sept. 4,					1		1	
Sept. 12,		1						1
Sept. 15,					1		1	
Total on steam cars,							9	16
1861.								
June 6,						1		1
June 28,		1						1
Total on city cars,								2

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

October 24. Henry Etts, a brakeman, fell between the cars at Chapequa, he was pushed along the track for some distance by one of the wheels, but not seriously hurt.

October 26. A boy while running across the track in front of an engine at 49th street. was struck and was slightly cut in the forehead. The team was not running over four miles per hour.

October 30. Near Fordham station, a man named Dorman Reissig stepped on the track in front of a train, and was struck and knocked into a culvert, his ankle was broken and his head cut. A New Haven train had just passed, going east.

November 3. At Bronxville, a boy about 16 years of age, who, with two others, was jumping on and off a freight train, lost his hold and fell, two wheels went over his foot. He died of his injuries.

November 5. A man while attempting to get on a train while in motion, at Bedford, fell between the cars and had his leg cut off.

November 10. A man named Cook was killed by an engine near Amenia station. He was supposed to be intoxicated.

November 22. A man named Kelly was seriously injured by a freight train running into another behind, at Fordham. He was riding on a freight train without the knowledge of the conductor or employees of the company.

December 22. James Whalen, a brakeman, while running on top of a freight train, was struck by a bridge at Dover Furnace and severely injured.

December 29. At Tremont station, a man attempting to get on a train while in motion, was thrown down an embankment about 3 feet high and slightly injured.

1861.

January 9. The express train struck and killed a man named Wolfgang Buchtman, between Hart's Corners and Scarsdale. The coroner's jury rendered a verdict of accidental death.

February 2. Bernard Gillson was run over by a freight train, on which he was brakeman, and died of his injuries in two hours. He stated that he fell while crossing over the top of the cars at Morrisania.

February 8. A man in attempting to get on a passenger car, while in motion, at William's Bridge, slipped and fell on the track, his head was cut and body slightly bruised.

February 10. The down express train ran off the track near Wassaic. C. L. Phelps, engineer, while applying the brake, was thrown from the engine and slightly injured.

February 11. A man while attempting to get on a car, while in motion, at 42d street, slipped and had his leg hurt. He was

not a passenger by the train, and intended to ride from 42d street to 26th street, without paying any fare.

February 13. A Mr. Dickson received a scalp wound and fracture of the wrist, and Mr. Jarvis, a slight cut in the head, by an express train running off the track near Philmont.

May 1. Near White Plains, an axle broke under an engine, throwing it down an embankment, and injuring the engineer, fireman and brakeman, though not seriously.

May 22. The express train from Albany, killed a man at 110th street. The coroner's jury entirely exonerated the employees of the company. It having appeared that he intended to commit suicide.

June 6. A child three years, ran in front of a city car in Centre street, and was knocked down by the horses. Its head was bruised and two fingers cut off.

June 17. A man was run over and killed by a freight train, near Paterson. He was intoxicated at the time, as was proven on the coroner's inquest.

June 28. A man who was intoxicated, fell from the platform of a city car in Grand street, and received a cut on the head.

July 4. The 11 o'clock P. M. train to William's Bridge, ran over and killed the night watchman at 109th street. He was intoxicated.

September 4. Near Katonah, a passenger train ran over and instantly killed a man named John Miller. The coroner's jury rendered a verdict of accidental death, and attached no blame to the company.

September 12. Near 42d street, a Mr. Townsend, who was standing on the platform, lost his hat, and in leaning out to look after it, his head struck a freight car standing on the up track. He was knocked from the platform and severely hurt.

September 15. A stock train ran over and killed a man (name unknown) near Amenia station.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

ALLAN CAMPBELL,.....	NEW YORK CITY.
W. C. WETMORE,.....	NEW YORK CITY.
CORNELIUS VANDERBILT,	NEW YORK CITY.
DANIEL DREW,	NEW YORK CITY.
C. W. SANDFORD,.....	NEW YORK CITY.
HORACE F. CLARK, ...	NEW YORK CITY.
JOHN ALSTYNE,.....	NEW YORK CITY.
A. B. BAYLIS,	NEW YORK CITY.
HORACE BROOKS,.....	NEW YORK CITY.
JOHN HARPER,.....	NEW YORK CITY.
ALBERT J. AKIN,	PAWLING, DUTCHESS Co.
ALBERT SMITH,.....	NEW ROCHELLE, WESTCHESTER Co.
F. W. EDWARDS,	BRONXVILLE, WESTCHESTER Co.
ALLAN CAMPBELL,	PRESIDENT.
W. H. EMERSON,.....	TREASURER AND SECRETARY.
J. C. BUCKHART,	ENGINEER.
JOHN BURCHILL,.....	ASSISTANT SUPERINTENDENT.

Communications intended for this company should be addressed to the corner of 4th avenue and 26th street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ALLAN CAMPBELL, *President.*
W. H. EMERSON, *Treasurer.*

(No. 35.)

NEW YORK AND NEW HAVEN.

STATE OF NEW YORK, }
 County, } ss:

Justus R. Bulkley, President, and James H. Hoyt, acting Superintendent of operations of the New York and New Haven Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) J. R. BULKLEY, *President.*
 JAS. H. HOYT, *Supt.*

Subscribed and sworn to, before me, this }
 20th and 23d day of November, 1861, }

JOHN WAITE,
 Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$3,000,000 00
Amount of stock subscribed,	3,000,000 00
Amount paid in, as by last report,.....	2,980,839 33
Total amount now paid in of capital stock,...	2,980,839 33
Funded debt, as by last report,	2,104,000 00
Total amount now of funded debt,.....	1,890,000 00
Floating debt, as by last report,.....	19,888 85
The amount now of floating debt,.....	22,638 98
Total amount now of funded and floating debt,.	1,912,638 98
Average rate, per annum, of interest on funded debt, about	<u>6½ per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$1,790,390 35	\$1,790,390 35
For bridges,	262,485 92	262,685 92
Superstructure, including iron,	1,152,900 97	1,154,900 97
Passenger and freight stations, buildings and fixtures,	250,930 50	248,695 13
Engine and car-houses, machine shops, machinery and fixtures, ..	112,400 03	112,400 03
Land, land damages and fences,	369,206 33	369,206 33
Locomotives and fixtures, and snow plows, ..	234,057 36	269,315 92
Passenger and baggage cars,	173,953 21	173,953 21
Freight and other cars,	186,515 00	186,515 00
Engineering and agencies,	88,145 92	88,145 92
Salaries during construction,	16,690 20	16,690 20
Interest during construction,	198,158 43	198,158 43
Contingent expenses during construction, ..	402,325 65	402,325 65
Real estate in New York and New Haven cities,	65,505 66	65,505 66
Equipment for "Canal Road," Conn,	80,618 78	80,618 78
Total cost of road and equipment,	\$5,384,284 31	\$5,419,507 50

CHARACTERISTICS OF ROAD.

Length of road,	62.25 miles.
Length of road laid,	62.25 "
Length of double track, including sidings,	63.82 "
Weight of rail, per yard, on main track,	64 pounds.
Number of engine-houses and shops,	5
Number of engines,	32
Number of 1st class pass'ger cars (rated as 8-wheel cars),	74
Number of baggage, mail and express cars (rated as 8-wheel cars),	19
Number of freight cars (rated as 8-wheel cars), ...	349
Length of main line of road from junction with Harlem R. R, to New Haven terminus,	62.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	395,040
Number of miles run by freight trains,	76,413
Number of passengers (all classes) carried in cars,	1,014,686

Number of miles traveled by passengers, or number of passengers carried one mile,	35,201,978
Number of tons, of 2,000 pounds, of freight carried in cars,	51,824
Total movement of freight, or number of tons carried one mile,	2,573,925
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	23
Rate of speed of same, when in motion,	28
Average rate of speed adopted by express trains, including stops,	29
Rate of speed of same, when in motion,	34
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	100
Average weight, in tons, of freight trains, exclusive of freight,	110

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	251
Of animals,	3,850
Of vegetable food,	1,003
Other agricultural products,	4,387
Manufactures,	19,123
Merchandise,	22,732
Other articles,	478
Total,	<u>51,824</u>

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers, about,	2½ cents.
For first class way " "	<u>2½ "</u>

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$54,581 30	\$45,484 42	\$9,096 88
Cost of iron used in repairs,	28,691 44	23,909 53	4,781 91
Allotted to passenger transportation, } length in feet, .. 62,762 } weight in pounds,..... 1,388,934 }			
Allotted to freight transportation, } length in feet,..... 12,552 } weight in pounds,..... 267,786 }			
Repairs of buildings,.....	11,808 17	9,840 14	1,968 03
Repairs of fences and gates,	1,220 11	1,016 76	203 35
Taxes on real estate,.....	10,081 56	8,401 30	1,680 26
Totals,.....	\$106,382 58	\$88,652 15	\$17,730 43
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$60,431 87	\$50,359 89	\$10,071 98
Repairs of passenger and baggage cars,.....	40,762 55	40,762 55	
Repairs of freight cars,.....	20,176 65		20,176 65
Repairs of tools and machinery in shops,	7,721 22	6,434 35	1,286 87
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops,.....	2,942 12	2,451 77	490 35
Totals,.....	\$132,034 41	\$100,008 56	\$32,025 85

EXPENSES — (CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses and station expenses,	\$27,072 50	\$22,560 42	\$4,512 08
Agents and clerks,	24,235 63	16,545 63	7,690 00
Labor, loading and unloading freight:			
Station labor,	\$14,077 97		
Labor on freight,	8,137 08	11,731 64	10,483 41
Porters, watchmen and switch tenders,	16,989 62	14,158 02	2,831 60
Wood and water station attendance,	3,426 03	2,855 02	571 01
Conductors, baggage and brakemen,	28,906 30	24,615 10	4,291 20
Enginemen and firemen,	24,204 46	21,172 46	3,032 00
Fuel, cost and labor of preparing for use,	61,903 38	51,586 15	10,317 23
Oil and waste for engines and tenders,	8,737 33	7,297 77	1,439 56
Oil and waste for freight cars,	1,085 02	.....	1,085 02
Oil and waste for passenger and baggage cars,	1,153 67	1,153 67	
Loss and damage of goods and baggage,	1,248 82	132 25	1,116 57
Damage for injuries of persons,	7,437 46	7,437 46	
Damage to property, including damages by fire and cattle killed on road,	3,983 50	3,983 50	
General superintendence,	10,700 03	8,916 69	1,783 34
Contingencies,*	62,723 75	45,405 48	17,318 27
Totals,	\$306,022 55	\$239,551 26	\$66,471 29

*Haulage, \$23,015 90
 Rents, 14,773 73
 Legal expenses, 24,834 12
 Total, \$62,723 76

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	\$726,287 52
From freight,	129,389 11
From other sources,	64,478 67
Total,	<u>\$920,155 30</u>

2d. Receipts:

From passengers,	\$726,287 52
From freight,	129,389 11
Expresses,	33,005 60
Mails,	25,860 33
Extra baggage,	1,446 50
Interest on loans,	4,166 24
Total,	<u>\$920,155 30</u>

3d. Payments, other than for Construction:

For transportation expenses,	\$544,439 54
For interest,	129,448 33
For dividends on stock—amount and rate per cent, two of 3 per cent each,	180,000 00
Harlem R. R. Co.'s share of receipts,	94,557 46
Loss operating "Canal road,"	43,498 62
Total,	<u>\$991,943 95</u>
Total amount of surplus fund,	<u>\$615,464 88</u>

NOTE.—One of the above dividends was declared in 1859, but the directors were enjoined from paying it until this year, when the injunction was removed, and it was paid out.

ACCIDENTS.

	Killed.	Injured.
Employees,.....	1	..
Others,	4	1
	<u>5</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

October 19. 5.27, A. M., train in, killed an unknown man at 65th street, New York.

October 24. 7, A. M., train in, killed Edda Carey, at 53d street New York, who attempted to drive his cart across the track just as the train was coming along.

November 8. 2.10, P. M., train in, struck a cart, throwing out the driver, name unknown, at Harlem, and broke his ankle.

November 10. Lewis Le Grave, a brakeman, fell from the freight train, and was killed, near William's Bridge.

1861.

March 13. 12.15, P. M., train out, killed an unknown man walking on the track, near 64th street, New York.

June 7. 2.05, P. M., train in, killed a man named Holley, near Greenwich station; walking on track.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JUSTUS R. BULKLEY,.....	NEW YORK.
GEO. N. MILLER,.....	NEW YORK.
A. R. VAN NEST,	NEW YORK.
G. B. CARHART,.....	NEW YORK.
JOHN BRADLEY,.....	NEW HAVEN, CONN.
E. C. SCRANTON,	NEW HAVEN, CONN.
JOHN W. LEEDS,.....	STAMFORD, CONN.
JONATHAN GODFREY,.....	SOUTHPORT, CONN.

JUSTUS R. BULKLEY,	PRESIDENT.
WM. BEMENT,.....	TREASURER.
E. S. ABERNETHY,	SECRETARY.
JAS. H. HOYT,.....	SUPERINTENDENT.

Communications intended for this company should be addressed corner of 4th avenue and 27th street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. R. BULKLEY, *President*.
JAS. H. HOYT, *Superintendent*.

(No. 36.)

NIAGARA BRIDGE AND CANANDAIGUA.

STATE OF NEW YORK, }
City and County of New York, } ss:

Clarkson N. Potter, President of the Niagara Bridge and Canandaigua Railroad Company, being affirmed, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) CLARKSON N. POTTER.

Subscribed and affirmed to before me, }
 this 28th day of December, 1861, }

JAMES P. HYATT,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report,	1,000,000 00
Total amount now paid in of capital stock,	<u>1,000,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road,	99 miles.
Length of road laid,	99 "
Weight of rail, per yard, on main track,	<u>57 pounds.</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

CLARKSON N. POTTER,	NEW YORK.
STEWART BROWN,	NEW YORK.
JAMES M. BROWN,	NEW YORK.
SEPTIMUS CROOKES,	NEW YORK.
ROBERT B. POTTER,	NEW YORK.
HOWARD POTTER,	NEW YORK.
JOHN N. WHITING,	ORANGE, N. J.
CHARLES C. NOTT,	NEW YORK.
ISAAC SEYMOUR,	NEW YORK.
ALEXANDER M. GREIG,	BROOKLYN.
WILLIAM S. DOUTY,	NEW YORK.
GEORGE H. BROWN,	NEW YORK.

CLARKSON N. POTTER, *President and Treasurer*, NEW YORK.

HUBBARD HENDRICKSON, *Secretary*, BROOKLYN.

(Vacancy.)

The Canandaigua and Niagara Falls Railroad Company was a corporation incorporated under the General Railroad act; articles filed March 18th, 1851. That company constructed the railroad from Canandaigua to the Suspension Bridge over the Niagara river, and mortgaged their property, corporate franchises, &c., to secure the issue of certain bonds, which mortgage was subsequently foreclosed, and the mortgaged property purchased by Messrs. James M. Brown, Charles Congdon and Robert B. Potter, who subsequently associated other parties with them and formed this corporation (General Railroad act, § 5, as amended, &c.), the articles of association of which were filed, &c., August 25th, 1858, to which company these gentlemen subsequently conveyed the property.

The line was then leased to the New York Central Railroad Company (for the term of this company's charter) from May 1st, 1858, by whom it has been operated, and who, by the terms of the lease, are to make the report concerning the condition and business of the road as required by law.

CLARKSON N. POTTER.

(No. 37.)

NINTH AVENUE.

STATE OF NEW YORK, }
City and County of New York, } ss :

William H. Hays, Treasurer, and Geo. W. Sherman, acting Superintendent of operations of the Ninth Avenue Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) W. H. HAYS, *Treasurer.*
 GEO. W. SHERMAN.

Subscribed and sworn to before me, }
 this 9th day of Dec., 1861, }

DAN. SEIXAS,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$800,000 00
Amount of stock subscribed,	799,200 00
Amount paid in, as by last report,	795,360 00
Total amount now paid in of capital stock,	795,360 00
Total amount now of funded debt,	21,000 00
Total amount now of funded and floating debt, .	21,000 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masoury,		
For bridges,.....		
Superstructure, including iron,.....		
Passenger and freight stations, buildings and fixtures,.....		
Engine and car-houses, machine shops, machinery and fixtures,	\$373,232 56	\$389,348 06
Land, land damages and fences,.....		
Passenger cars,	24,600 00	24,600 00
Total,.....	\$397,832 56	\$413,948 06

CHARACTERISTICS OF ROAD.

Length of road, about.....	13 miles.
Length of double track, including sidings,.....	5 "
Weight of rail per yard, on main track,.....	62 to 95 lbs.
Number of 1st class passenger cars,	<u>42</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,.....	896,590
Number of passengers (all classes) carried in cars, .	1,906,086
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),....	<u>6</u>

The rate of fare for passengers, 5 cents for any distance below 55th street.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,.....	\$1,355 23
Cost of iron used in repairs,.....	572 79
Taxes on real estate,	873 28
Total,	<u>\$2,801 30</u>

* On the 30th July, 1859, the interest of this company in the railroad which was then built and in operation from Canal street to 54th street (and which had been constructed by private enterprise), together with the cars, horses, stations, stables, and all the property, grants, licenses and privileges appertaining thereto, was acquired from the then proprietors, at the rate of \$712,445.85 for the whole, including, however, in such estimate of the whole property, real estate deemed worth \$329,445.85. This company has expended \$75,000 in extending the road.

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of passenger cars,	\$4,695 50
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$109 85
Agents and clerks,	1,260 00
Porters, watchmen and switch tenders,	3,263 00
Conductors, drivers, stablemen, &c.,	25,243 27
Fuel, cost and labor of preparing for use,	401 44
Oil and waste for passenger cars,	423 12
Damage for injuries of persons,	140 00
General superintendence,	1,500 00
Total,	\$32,340 68

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	\$95,304 33
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2d. Receipts:

From passengers,	\$95,304 33
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3d. Payments, other than for construction:

For transportation expenses,	\$75,430 76
For interest,	1,470 00
Total,	\$76,900 76

ACCIDENTS.

Killed,	2
Injured,	4

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1860.

November 14. William Hickey, while pushing a hand cart near the track in Greenwich street, near Morton street, attempted to get further from the track, fell, was run over by the car, and died in consequence on the 16th November. No blame was attributed to the driver by the coroner's jury.

December 25. William Chambers, at the corner of 23d street and 9th avenue, when attempting to cross in front of a car, fell on the track, was struck by the car and slightly injured.

1861.

March 2. A child named McCarthy ran suddenly from behind an ice wagon which was standing by the track in Washington street, near Troy street, against a car. His leg was slightly bruised by the wheel.

May 8. Three little boys at 40th street, ran from the sidewalk to a car, the hind wheel of which slightly bruised the foot of one of them named Kennedy.

July 10. At 23d street, Douglass Knox, aged five years, riding on the hind step of an ice wagon on the down track, jumped suddenly off directly under a car which was coming up on the opposite track, was run over by the front wheel and killed. The driver was exonerated from all blame on the coroner's inquest.

August 18. At 45th street, a boy named David Elliott, while playing in the street, fell against a car. His foot was slightly bruised by the wheel.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

GEORGE LAW,	NEW YORK.
WILLIAM H. HAYS,	NEW YORK.
JACOB HAYS,	NEW YORK.
JAMES MURPHY,	NEW YORK.
PAUL N. SPOFFORD,	NEW YORK.
SAMUEL GAGE, Jr.,	NEW YORK.
JOHN PETTIGREW,	NEW YORK.
BENJAMIN NATHAN,	NEW YORK.
EDWARD B. ST. JOHN,	NEW YORK.
FREDERICK T. HAYS,	NEW YORK.
WILLIAM SEARLS,	NEW YORK.
WILLIAM RADFORD,	NEW YORK.
JOHN S. HUNT,	NEW YORK.

GEORGE LAW, PRESIDENT.

WM. H. HAYS, TREASURER.

JOHN S. HUNT, SECRETARY.

GEO. W. SHERMAN, SUPERINTENDENT.

Communications intended for this company should be addressed
Ninth Avenue Railroad Company, corner 54th street and 9th
avenue, New York city.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and have examined them as far as
practicable, and believe them to be correct.

(Signed) W. H. HAYS, *Treasurer.*
GEO. W. SHERMAN.

(No. 38.)

NORTHERN.

STATE OF NEW YORK, }
 Franklin County, } ss :

S. C. F. Thorndike, Treasurer, and George V. Hoyle, acting Superintendent of operations of the Northern Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) S. C. F. THORNDIKE, *Treasurer.*
 GEORGE V. HOYLE.

Subscribed and sworn to before me, }
 this 13th day of December, 1861, }

D. N. HUNTINGTON,
Justice of the Peace.

STOCK AND DEBTS.

On the 21st day of October, 1856, this road was sold on foreclosure of its second mortgage, and was bid in by the trustees for the benefit of those they represent.

The sale was made subject to a first mortgage for \$1,500,000. The original capital stock was wiped out by the sale, and the road now rests on its bonded indebtedness, which is as follows:

First mortgage,	\$1,500,000
Less paid,	5,100
	<hr/>
	\$1,494,900
Second mortgage,	3,077,000
	<hr/>
	<u>\$4,571,900</u>

No interest has been paid on the second mortgage since April, 1854.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$1,862,822 87	\$1,862,822 87
For bridges,	142,031 79	142,031 79
Wharfing,	72,268 45	72,268 45
Superstructure, including iron,	1,126,356 26	1,126,356 26
Passenger and freight stations, buildings and fixtures,	330,430 79	330,430 79
Engine and car-houses, machine shops, machinery and fixtures,	117,333 09	117,333 09
Machinery and fixtures for new shops,	13,448 79	13,448 79
Land, land damages and fences,	141,010 47	141,010 47
Locomotives and fixtures, and snow plows,	235,113 92	235,113 92
Miscellaneous expenses,	156,021 59	156,021 59
Passenger and baggage cars,	38,368 15	38,853 46
Freight and other cars,	444,944 99	451,355 21
Engineering and agencies,	129,704 68	129,704 68
Total cost of road and equipments,	\$4,809 855 84	\$4,816,751 37

CHARACTERISTICS OF ROAD.

Length of road,	118 miles.
Length of road laid,	118 "
Length of double track, including sidings,	17.75 "
Length of branches owned by the company, laid, ..	3.75 "
Weight of rail, per yard, on main track,	56 pounds.
Number of engines,	28
Number of 1st class passenger cars (rated as 8-wheel cars)	14
Number of baggage, mail and express cars (rated as 8-wheel cars,	9
Number of freight cars (rated as 8-wheel cars),...	441

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	125,028
Number of miles run by freight trains,	233,432
Number of passengers (all classes) carried in cars, ..	67,756
Number of miles traveled by passengers, or number of passengers carried one mile,	2,674 727
Number of tons, of 2,000 pounds, of freight carried in cars,	166,530

Total movement of freight, or number of tons carried one mile.....	15,559,949
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),.....	25
Rate of speed of same, when in motion,.....	28
Average rate of speed adopted by express trains, including stops,.....	30
Rate of speed of same, when in motion,.....	35
Average rate of speed adopted by freight trains, including stops,.....	8
Rate of speed of same, when in motion,.....	10
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,.....	57
Average weight, in tons, of freight trains, exclusive of freight,	158

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	34,713
Of animals,.....	7,506
Of vegetable food,.....	88 345
Other agricultural products,.....	4,041
Manufactures,.....	5,954
Merchandise,	24,200
Other articles,	1,771
Total,	166,530

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	1 to 2½ cents.
For first class way,	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$89,317 13	\$29,772 37	\$59,544 76
Cost of iron used in repairs,.....	35,909 82	11,969 94	23,939 88
Repairs of buildings, insurance, &c.,.....	10,164 85	2,541 21	7,623 64
Repairs of fences and gates,.....	632 74	158 18	474 56
Taxes on real estate,.....	8,956 61	2,239 15	6,717 46
Totals,.....	\$144,981 15	\$46,680 85	\$98,300 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$23,717 14	\$5,100 01	\$18,617 13
Repairs of passenger and baggage cars,	7,860 89	7,860 89	
Repairs of freight cars,	15,663 51	.....	15,663 51
Repairs of tools and machinery in shops,.....	3,263 91	815 97	2,447 94
Incidental expenses, includ'g oil, fuel, clerks, watchmen, &c., about shops,	15,850 55	3,962 64	11,887 91
Totals,.....	\$66,356 00	\$17,739 51	\$48,616 49

EXPENSES — (CONTINUED).

OF OPERATING THE ROAD.*	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$1,200 74	\$191 02	\$1,009 72
Agents and clerks,	24,609 49	3,892 98	20,716 51
Labor, loading and unloading freight,	13,765 67	.....	13,765 67
Porters, watchmen and switch tenders,	11,119 67	2,779 91	8,339 76
Wood and water station attendance,	3,180 14	795 03	2,385 11
Conductors, baggage and brakemen,	19,568 76	6,576 46	12,992 30
Engine men and firemen,	16,366 12	4,126 96	12,239 16
Fuel, cost and labor of preparing for use,	20,731 00	5,442 50	15,288 50
Oil and waste for engines and tenders,	1,410 85	336 56	1,074 29
Oil and waste for freight cars,	3,439 54	.....	3,439 54
Oil and waste for passenger and baggage cars,	332 35	332 35	.....
Loss and damage of goods and baggage,	747 05	10 00	737 05
Damage to property, including damages by fire and cattle killed on road,	319 00	82 00	237 00
General superintendence,	2,728 25	682 06	2,046 19
Contingencies,	7,276 48	1,681 78	5,594 70
Totals,	\$126,795 11	\$26,929 61	\$99,865 50

* There should be added to the "Expenses of operating the Road" for the last seven years, the following items: For commissions on foreclosure, and on receipts, and general superintendence, the accounts for which have not been finally settled until this year, \$50,346.71.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$69,366 54
From freight,	338,423 97
From other sources,	17,846 89
Total,	<u>\$425,637 40</u>

2d. Receipts :

From passengers, mail, express, freight and rents, \$432,356 09	
Bills payable,	30,376 13
Total,	<u>\$462,732 22</u>

3d. Payments other than for construction :

For transportation expenses,	*\$335,576 47
For interest coupons,	105,857 50
For discount, interest and exchange,	2,320 05
Total,	<u>\$443,754 02</u>

ACCIDENTS.

Killed, 1

1861.

August 27. John Benson, while lying on the track between Centerville and Wood's Mills, intoxicated, was run over by a freight train, and killed.

* Includes \$30,346.77, of transf. rs of accounts for commission on foreclosure, and on receipts and general superintendence for seven years, account not finally settled before 1861 by decree, &c.

NAMES AND RESIDENCES OF OFFICERS.

Trustees, 1st Mortgage.

GEO. A. KETTELL, BOSTON, MASS.
 F. B. CROWNINSHIELD, BOSTON, MASS.
 W. C. BROWN, OGDENSBURGH, N. Y.

Trustees, 2d Mortgage.

W. A. WHEELER, MALONE, N. Y.
 J. S. ELDRIDGE, BOSTON, MASS.
 A. C. BROWN, OGDENSBURGH, N. Y.

W. A. WHEELER, *Pres. Bd. Trus. 2d Mort. Bds.*,. MALONE, N. Y.
 S. C. F. THORNDIKE, *Treasurer*, MALONE, N. Y.
 GEO. V. HOYLE, *Superintendent*, CHAMPLAIN, N. Y.

Communications intended for this company should be addressed
 Geo. V. Hoyle, Superintendent, Malone, Franklin county, N. Y.

The undersigned have caused the foregoing statements to be
 prepared by the proper officers and agents of this company, from
 the books and records, and have examined them as far as practi-
 cable, and believe them to be correct.

(Signed) S. C. F. THORNDIKE, *Treasurer*.
 GEO. V. HOYLE.

(No. 33.)

OSWEGO AND SYRACUSE.

STATE OF NEW YORK, }
Oswego, Oswego County, } ss :

F. T. Carrington, President, and Geo. Skinner, acting Superintendent of operations of the Oswego and Syracuse Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) F. T. CARRINGTON, *President.*

GEO. SKINNER, *Supt.*

Subscribed and sworn to before me, }
 this 25th day of November, 1861, }

O. J. HARMON, *Recorder.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$350,000 00
Amount of stock subscribed,.....	350,000 00
Amount paid in, as by last report,.....	396,340 00
Total amount now paid in of capital stock,.....	396,340 00
Funded debt, as by last report,.....	213,500 00
Total amount now of funded debt,	213,500 00
Floating debt, as by last report,.....	4,875 00
The amount now of floating debt,.....	4,875 00
Total amount now of funded and floating debt,..	218,375 00
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$252,663 25	\$252,663 25
For bridges,	19,507 20	22,718 03
Superstructure, including iron,	281,500 17	282,388 81
Passenger and freight stations, buildings and fixtures,	8,469 46	8,939 47
Engine and car-houses, machine shops, machinery and fixtures,	13,267 25	14,749 30
Land, land damages and fences,	85,176 62	85,480 37
Locomotives and fixtures, and snow plows, ..	63,139 33	63,139 33
Passenger and baggage cars,	16,411 78	19,459 84
Freight and other cars,	30,248 20	30,757 82
Engineering and agencies,	20,618 46	20,618 46
Total cost of road and equipment,	\$791,001 72	\$800,914 68

CHARACTERISTICS OF ROAD.

Length of road,	35.91 miles.
Length of road laid,	35.91 "
Length of double track, including sidings,	2.21 "
Weight of rail, per yard, on main track,	57 pounds.
Number of engine houses and shops,	2
Number of engines,	6
Number of first class passenger cars (rated as 8-wheel cars),	10
Number of baggage, mail and express cars (rated as 8-wheel cars),	3
Number of freight cars (rated as 8-wheel cars), ..	46
Length of main line of road from Oswego to Syracuse,	<u>35.91 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	43,413
Number of miles run by freight trains,	27,301
Number of passengers (all classes), carried in cars, ..	98,095
Number of miles traveled by passengers, or number of passengers carried one mile,	2,191,570
Number of tons, of 2,000 pounds, of freight carried in cars,	44,529

Total movement of freight, or number of tons carried one mile,	1,569,253
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	25
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	54
Average weight, in tons, of freight trains, exclusive of freight,	124

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	1,107
Of animals,	2,626
Of vegetable food,	20,321
Other agricultural products,	1,977
Manufactures,	6,887
Merchandise,	8,207
Other articles,	3,404
Total,	44,529

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	3 cents.
For first class way "	3 "
For second class through "	2 "
For emigrant through "	1½ "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,	\$9,112 77	\$4,718 69	\$4,394 08
Repairs of buildings,	989 91	511 62	478 29
Repairs of fences and gates,	544 96	281 48	263 48
Taxes on real estate,	3,904 65	2,018 07	1,886 58
Totals,	\$14,552 29	\$7,529 86	\$7,022 43
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$4,141 52	\$2,140 49	\$2,001 03
Repairs of passenger and baggage cars,	2,687 29	2,687 29	
Repairs of freight cars,	3,329 58	.....	3,329 58
Repairs of tools and machinery in shops,	746 57	385 85	360 72
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops.	1,020 23	527 29	492 94
Totals,	\$11,925 19	\$5,740 92	\$6,184 27

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$766 58	\$396 10	\$370 48
Agents and clerks,	2,280 00	1,178 30	1,101 70
Labor, loading and unloading freight,	3,424 00	.....	3,424 00
Porters, watchmen and switch tenders,	1,378 97	712 69	666 28
Wood and water station attendance,	1,342 50	693 85	648 65
Conductors, baggage and brakemen,	1,575 40	814 22	761 18
Engine men and firemen,	3,710 27	1,917 60	1,792 67
Fuel, cost and labor of preparing for use,	7,678 74	3,968 66	3,710 08
Oil and waste for engines and tenders,	529 51	273 67	255 84
Oil and waste for freight cars,	207 44	.....	207 44
Oil and waste for passenger and baggage cars,	147 05	147 05	.....
Loss and damage of goods and baggage,	228 34	118 01	110 33
Shoveling snow,	115 33	59 60	55 73
Damage for injuries of persons,	155 00	80 11	74 89
Damage to property, including damages by fire and cattle killed on road,	74 00	38 25	35 75
Use of freight cars,	313 57	.....	313 57
General superintendence,	1,800 00	921 43	878 57
Contingencies,	1,544 66	789 47	755 19
Totals,	\$27,271 36	\$12,109 01	\$15,162 35

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$58,250 42
From freight,	54,454 98
From other sources,	3,597 21
Total,	<u>\$116,302 61</u>

2d. Receipts :

From passengers,	\$58,250 42
From freight,	54,454 98
Mail transportation,	3,040 00
Land,	300 00
Miscellaneous receipts,	257 21
Total,	<u>\$116,302 61</u>

3d. Payments, other than for construction :

For transportation expenses,	\$53,748 84
For interest,	14,945 00
For dividends on stock, amount and rate per cent, six per cent,	30,378 00
Total,	<u>\$99,071 84</u>
Total amount of surplus fund,	<u>\$14,037 53</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

F. T. CARRINGTON,	OSWEGO.
LUTHER WRIGHT,	OSWEGO.
E. B. JUDSON,	OSWEGO.
A. P. GRANT,	OSWEGO.
SYLVESTER DOOLITTLE,	OSWEGO.
GILBERT MOLLISON,	OSWEGO.
ALLEN MUNROE,	SYRACUSE.
T. D. DAVIS,	SYRACUSE.
AUSTIN MYERS,	SYRACUSE.
R. H. KING,	ALBANY.
H. H. MARTIN,	ALBANY.
SAMUEL WILLITS,	NEW YORK.
JOSEPH BATTELL,	NEW YORK.

F. T. CARRINGTON,	PRESIDENT.
LUTHER WRIGHT,	TREASURER.
A. P. GRANT,	SECRETARY.
GEO. SKINNER,	SUPERINTENDENT.

Communications intended for this company should be addressed
Oswego, Oswego county, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company, from
the books and records, and have examined them as far as prac-
ticable, and believe them to be correct.

(Signed) F. T. CARRINGTON, *President.*
GEO. SKINNER, *Supt.*

(No. 40.)

PORT MORRIS AND WESTCHESTER.

STATE OF NEW YORK, }
City and County of New York, } ss:

David Milliken, President and acting Superintendent of operations of the Port Morris and Westchester Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) DAVID MILLIKEN.

Subscribed and sworn to, before me, }
 this 27th day of November, 1861, }

EDWARD BISSELL,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$250,000 00
Amount of stock subscribed,.....	12,000 00
Total amount now paid in of capital stock,.....	1,200 00

COST OF ROAD AND EQUIPMENT.

Engideering and agencies,.....	\$1,200 00
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CHARACTERISTICS OF ROAD.

Length of main line of road from Port Morris to New Rochelle,	11 miles.
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NAMES AND RESIDENCES OF OFFICERS.

Directors.

GOVERNEUR MORRIS,.....	MORRISANIA, WESTCHESTER Co.
JASON ROGERS,.....	MORRISANIA, WESTCHESTER Co.
WILLIAM CAULDWELL,.....	MORRISANIA, WESTCHESTER Co.
JOHN M. BECK,.....	MORRISANIA, WESTCHESTER Co.
JOSEPH M. VALENTINE,.....	MORRISANIA, WESTCHESTER Co.
DAVID MILLIKEN,.....	WEST FARMS, WESTCHESTER Co.
JOHN B. HASKIN,.....	WEST FARMS, WESTCHESTER Co.
BENJAMIN M. WHITLOCK,.....	WEST FARMS, WESTCHESTER Co.
EDWARD HAIGHT,.....	WESTCHESTER, WESTCHESTER Co.
HENRY WILLETTS,.....	WHITE PLAINS, WESTCHESTER Co.
WILLIAM BLEAKLEY, JR.,.....	WHITE PLAINS, WESTCHESTER Co.
JOHN P. JENKINS,.....	WHITE PLAINS, WESTCHESTER Co.

DAVID MILLIKEN,..... PRESIDENT.

EDWARD HAIGHT,..... TREASURER.

JOSEPH M. VALENTINE,..... SECRETARY.

WILLIAM LIVINGSTON,..... ENGINEER.

(Made preliminary survey, but not now employed.)

Communications intended for this company should be addressed
David Milliken, West Farms, Westchester county, N. Y.

The undersigned has caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and has examined as far as prac-
ticable, and believes them to be correct.

(Signed) DAVID MILLIKEN.

(No. 41.)

POTSDAM AND WATERTOWN.

STATE OF NEW YORK, }
Jefferson County, } ss:

W. C. Pierrepont, President, and Addison Day, acting Superintendent of operations of the Potsdam and Watertown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) WM. C. PIERREPONT, *President.*
 ADDISON DAY.

Subscribed and sworn to before me, }
 this 29th day of Nov., 1861, }

JOHN ALLEN, *Justice of the Peace.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$2,000,000 00
Amount of stock subscribed,	792,900 00
Amount paid in, as by last report,	665,419 00
Total amount now paid in of capital stock,....	665,419 00
Funded debt, as by last report,	1,000,000 00
Total amount now of funded debt,.....	1,000,000 00
Floating debt, as by last report,	192,748 13
The amount now of floating debt,.....	192,748 13
Total amount now of funded and floating debt,	1,192,748 13
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$533,555 00	\$533,555 00
For bridges,	29,769 00	29,769 00
For superstructure, including iron,.....	812,107 79	812,107 79
For passenger and freight stations, build- ings and fixtures,.....	29,914 89	29,914 89
For engine and car houses, machine shops, machinery and fixtures,.....	8,197 11	8,197 11
For land, land damages and fences,.....	70,452 82	70,452 82
For locomotives and fixtures, and snow plows,	37,222 00	37,222 00
For passenger and baggage cars,	6,173 49	6,173 49
For freight and other cars,.....	28,122 25	28,122 25
For engineering and agencies,.....	44,512 07	44,512 07
Total cost of road and equipment,...	\$1,600,026 42	\$1,600,026 42

CHARACTERISTICS OF ROAD.

Length of road,	75.36 miles.
Length of road laid,	75.36 "
Length of double track, including sidings,.....	2.25 "
Weight of rail, per yard, on main track,	56 to 58 lbs.
Number of engine-houses and shops,.....	2
Number of engines,.....	6
Number of 1st class passenger cars (rated as S- wheel cars),.....	4
Number of baggage, mail and express cars (rated as S-wheel cars),	3
Number of freight cars (rated as S-wheel cars), ..	30
Length of main line of road from Watertown to Potsdam junction,	75.36 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	49,128
Number of miles run by freight trains,.....	49,127
Number of tons, of 2,000 pounds, of freight car- ried in cars,	19,575
Total movement of freight, or number of tons car- ried one mile,.....	753,330

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	22
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	*46
Average weight, in tons, of freight trains, exclusive of freight,	*57

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	3,742
Of animals,	4,903
Of vegetable food,	2,884
Other agricultural products,	412
Manufactures,	2,907
Merchandise,	3,399
Other articles,	1,328
Total,	19,575

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2. cents.
For first class way passengers,	3.5 "

* Including weight of engine and tender.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$20,726 73	\$6,908 91	\$13,817 82
Repairs of buildings,.....	167 59	55 86	111 73
Repairs of fences and gates,.....	1,078 82	359 60	719 22
Taxes on real estate,.....	2,529 15	843 05	1,686 10
Totals,	\$24,502 29	\$8,167 42	\$16,334 87
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,.....	\$5,571 30	\$1,857 10	\$3,714 20
Repairs of passenger and baggage cars,	1,259 98	1,259 98	
Repairs of freight cars,.....	1,103 59	.....	1,103 59
Repairs of tools and machinery in shops,.....	606 79	202 26	404 53
Incidental expenses, includ'g oil, fuel, clerks, watchmen, &c., about shops.*			
Totals,	\$8,541 66	\$3,319 34	\$5,222 32

* Included under other heads.

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$259 29	\$86 43	\$172 86
Agents and clerks,	4,848 85	1,616 28	3,232 57
Labor, loading and unloading freight,	1,421 98	.....	1,421 98
Porters, watchmen and switch tenders,	721 63	240 54	481 09
Wood and water station attendance,	383 31	127 77	255 54
Conductors, baggage and brakemen,	3,142 30	1,047 43	2,094 87
Engine-men and firemen,	4,541 35	1,513 78	3,027 57
Fuel, cost and labor of preparing for use,	7,164 64	2,388 21	4,776 43
Oil and waste for engines and tenders,	508 83	169 61	339 22
Oil and waste for freight cars,	240 61	.....	240 61
Oil and waste for passenger and baggage cars,	80 20	80 20	.....
Loss and damage of goods and baggage,	82 64	27 54	55 10
Damage for injuries of persons,	2 00	2 00	.....
Damage to property, including damages by fire and cattle killed on road,	137 99	45 99	92 00
Contingencies,	2,772 45	924 15	\$1,848 30
Totals,	\$26,303 07	\$8,269 93	\$18,038 14

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	\$48,672 48
From freight,	38,484 30
From other sources,	4,633 03
Total,	<u>\$91,789 81</u>

2d. Receipts:

From passengers,	\$48,672 48
From freight,	38,484 30
Mail, &c.,	3,678 64
Total,	<u>\$90,835 42</u>

3d. Payments, other than for construction:

For transportation expenses,	\$59,352 02
For interest,	56,000 00
Total,	<u>\$115,352 02</u>

ACCIDENTS.

Killed, 1

1861.

January 13. A brakeman named Patrick Hartigan, in endeavoring to disconnect a freight car next to the engine, while the same was backing up at Canton station, fell upon the track, the tender passing over both of his legs. He died the same day.

This road has been sold under a foreclosure of the 2d mortgage bonds to, and is operated by, the W. & R. R. Road.

NAMES OF OFFICERS.

WILLIAM C. PIERREPONT, PRESIDENT.
 R. E. HUNGERFORD, TREASURER.
 ADDISON DAY, SUPERINTENDENT.

Communications intended for this company should be addressed Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) WM. C. PIERREPONT,
President.

(No. 42.)

RENSSELAER AND SARATOGA.

STATE OF NEW YORK, }
Rensselaer County, } ss:

H. C. Lockwood, Treasurer, and L. H. Tupper, acting Superintendent of operations of the Rensselaer and Saratoga Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) H. C. LOCKWOOD, *Treasurer.*
 L. H. TUPPER, *Superintendent.*

Subscribed and sworn to before me, }
 this 17th day of December, 1861, }

G. PARISH OGDEN,

Notary Public, Troy.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$610,000 00
Amount of stock subscribed,	610,000 00
Amount paid in, as by last report,.....	610,000 00
Total amount now paid in of capital stock,	610,000 00
Funded debt, as by last report,	140,000 00
Total amount now of funded debt,*	249,750 00
Total amount now of funded and floating debt,..	249,750 00
Average rate, per annum, of interest on funded debt, about.....	6½ per cent.

* The obligations of the company to the city of Troy for its share of the stock of the Troy Union Railroad Co has not heretofore been reported as a portion of its funded debt; but as the stock is a definite and permanent investment, for which the company has given its bond, it is thought proper to include it in the above statement.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$110,088 50	\$110,088 50
For bridges,.....	261,158 46	261,158 46
Superstructure, including iron,.....	249,041 83	249,041 83
Passenger and freight stations, buildings and fixtures,	38,453 73	38,453 73
Engine and car-houses, machine shops, ma- chinery and fixtures,	29,128 63	30,980 24
Land, land damages and fences,.....	48,162 11	54,166 11
Locomotives and fixtures, and snow plows,..	58,626 11	58,626 11
Passenger and baggage cars,	38,009 83	38,009 83
Freight and other cars,	60,412 46	60,412 46
Engineering and agencies,	18,535 75	18,535 75
Patent rights,	555 00	555 00
Total cost of road and equipment,.....	\$912,172 41	\$920,028 02

CHARACTERISTICS OF ROAD.

Length of road,.....	25.22 miles.
Length of road laid,	25.22 "
Length of double track, including sidings,}	2.01 "
Length of branches owned by the company, laid, }	
Weight of rail, per yard, on main track,.....	58 and 62 lbs.
Number of engine-houses and shops,.....	4
Number of engines,.....	6
Number of 1st class passenger cars (rated as 8- wheel cars),	11
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),.....	2
Number of baggage, mail and express cars (rated as 8-wheel cars),.....	6
Number of freight cars (rated as 8-wheel cars),..	64
Length of main line of road from Troy to Balls- ton Spa,	25.22 miles.

NOTE.—The following tables include the "doings" of the leased "Saratoga and Schenectady" and "Albany and Vermont" Railroads.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	97,654
Number of miles run by freight trains,	45,104
Number of passengers (all classes) carried in cars, ...	298,462
Number of miles traveled by passengers, or number of passengers carried one mile,	4 878,949
Number of tons, of 2,000 pounds, of freight carried in cars,	92,282
Total movement of freight, or number of tons carried one mile,	2,072,121
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Rate of speed of same, when in motion,	30
Average of speed adopted by express trains, including stops,	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, in- cluding stops,	12
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage, about	75
Average weight, in tons, of freight trains, exclusive of freight, about	120

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	2,918
Of animals,	2,095
Of vegetable food,	20,073
Other agricultural products,	2,760
Manufactures,	31,048
Merchandise,	11,129
Other articles,	22,259
Total,	92,282

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	3 cents.
For first class way passengers,	3 "
For second class through passengers,	2 "
For second class way passengers,	2 " <hr/>

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,	\$36,853 24	\$24,568 83	\$12,284 41
Cost of iron used in repairs,	10,036 73	6,691 15	3,345 58
Insurance,	1,997 23	1,331 45	665 78
Repairs of buildings,	1,240 46	826 97	413 49
Repairs of fences and gates,	899 77	599 85	299 92
Taxes,	4,618 21	3,078 81	1,539 40
Totals,	\$55,645 64	\$37,097 06	\$18,548 58
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$7,556 04	\$5,037 36	\$2,518 68
Repairs of passenger and baggage cars,	7,373 30	4,015 53	2,457 77
Repairs of freight cars,	6,337 76	4,225 17	2,112 59
Repairs of tools and machinery in shops,	1,492 25	994 84	497 41
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	2,928 82	1,952 55	976 27
Totals,	\$25,688 17	\$17,125 45	\$8,562 72

EXPENSES — (CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Use. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$932 59	\$621 73	\$310 86
Printing and advertising,.....	1,030 20	686 80	343 40
Agents and clerks,.....	10,398 98	6,500 00	3,898 98
Labor, loading and unloading freight, and expenses of department,.....	7,674 60	.....	7,674 60
Porters, watchmen and switch tenders,.....	9,822 75	6,548 50	3,274 25
Wood and water station attendance,.....	222 28	148 19	74 09
Conductors, baggage and brakemen,.....	6,506 50	4,337 67	2,168 83
Enginemen and firemen,.....	5,637 84	3,758 56	1,879 28
Depot expenses,.....	966 00	644 00	322 00
Fuel, cost and labor of preparing for use,.....	24,918 93	12,459 46	12,459 47
Oil and waste for engines and tenders,.....	1,929 00	1,286 00	643 00
Oil and waste for freight cars,.....	399 16	.....	399 16
Oil and waste for passenger and baggage cars,.....	466 71	466 71	.....
Loss and damage of goods and baggage,.....	56 25	56 25	.....
Damage for injuries of persons,.....	7,248 92	7,248 92	.....
Damage to property, including damages by fire and cattle killed on road	349 03	349 03	.....
Lawsuits,.....	832 04	832 04	.....
General superintendence,.....	4,600 00	3,067 00	1,533 00
Horse power,.....	1,644 01	548 01	1,096 00
Contingencies,.....	455 98	455 98	.....
Totals,.....	\$86,091 77	\$50,014 85	\$36,076 92

EARNINGS AND PAYMENTS.

Earnings:

From passengers,	\$146,163 64
From freight,	86,390 33
From other sources,	35,128 44
Total,	<u>\$267,652 41</u>

Payments, other than for Construction:

For transportation expenses,	\$142,297 90
For interest,	15,700 29
For dividends on stock, amount and rate per cent, 3 per cent,	18,300 00
Rent &c., of leased roads,	51,663 52
Total,	<u>\$227,961 71</u>

ACCIDENTS.

August 20, 1861. Mathias Scott, a deaf man was run over near Cohoes, while standing on the track watching the horse race.

This accident was not caused by the carelessness or negligence of any person in the employment of this company.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

D. SOUTHWICK,	TROY.
GEO. B. WARREN,	TROY.
JOS. M. WARREN,	TROY.
J. L. VAN SCHOONHOVEN,	TROY.
THOS. WHITE,	TROY.
GEO. DAUCHY,	TROY.
J. A. GRISWOLD,	TROY.
GEO. M. TIBBITTS,	TROY.
GEO. H. CRAMER,	TROY.
E. THOMPSON GALE,	TROY.
ED. SCHRIVER,	TROY.
J. KNICKERBACKER,	WATERFORD.
JAMES M. COOK,	BALLSTON SPA.

GEO. H. CRAMER, PRESIDENT.

H. C. LOCKWOOD, TREASURER AND SECRETARY.

L. H. TUPPER, SUPERINTENDENT.

Communications intended for this company should be addressed
Troy Union Depot, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of the company,
from the books and records, and have examined them as far as
practicable, and believe them to be correct.

(Signed) H. C. LOCKWOOD, *Treasurer.*
L. H. TUPPER, *Supt.*

(No. 43.)

ROCHESTER AND GENESEE VALLEY.

STATE OF NEW YORK, }
Monroe County, } ss:

Isaac Hills, Secretary and Treasurer, and Henry C. Fisk. acting Superintendent of operations of the Rochester and Genesee Valley Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) ISAAC HILLS.
 HENRY C. FISK, *Ass't Supt.*

Subscribed and sworn to before me, }
 this 14th day of December, 1861, }
 JOHN McCONVILL,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$800,000 00
Amount of stock subscribed,	977,500 00
Amount paid in, as by last report,	557,560 00
Total amount now paid in of capital stock,	557,560 00
Funded debt, as by last report,	150,000 00
Total amount now of funded debt,	150,000 00
Floating debt, as by last report,	19,980 00
The amount now of floating debt,	13,480 14
Total amount now of funded and floating debt, ..	163,480 14
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$187,487 34	\$187,487 34
For bridges,	24,794 84	24,934 84
Superstructure, including iron,	219,524 79	219,940 74
Passenger and freight stations, buildings and fixtures,	9,365 82	9,365 82
Engine and car houses, machine shops, machinery and fixtures,	7,278 02	7,278 02
Land, land damages and fences,	154,076 31	155,524 31
Freight and other cars,	1,776 00	1,776 00
Engineering and agencies,	49,718 67	49,718 67
Total cost of road and equipment,	\$654,021 79	\$656,025 74

CHARACTERISTICS OF ROAD.

Length of road,	49.75 miles.
Length of road laid,	18.45 "
Length of double track, including sidings,	1.25 "
Weight of rail, per yard, on main track,	57 to 65 lbs.
Number of engine-houses and shops	1
Length of main line of road from Rochester to Avon,	18.45 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	14,000
Number of miles run by freight trains,	14,000
Number of passengers (all classes) carried in cars, ..	60,232
Number of miles traveled by passengers, or number of passengers carried one mile,	903,480
Number of tons, of 2,000 pounds, of freight carried in cars,	24,521
Total movement of freight, or number of tons carried one mile,	416 580
Average rate of speed adopted by ordinary passenger train, including stops (miles per hour),	20
Rate of speed of same, when in motion, ..	25
Average rate of speed adopted by express trains, including stops,	25

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Rate of speed of same, when in motion,	28
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclu- sive of passengers and baggage,	70
Average weight, in tons, of freight trains, exclusive of freight,	100

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	5,692
Of animals,	1,329
Of vegetable food,	3,894
Other agricultural products,	1,429
Manufactures,	4,986
Merchandise,	4,260
Other articles,	2,931
Total,	24,521

*The rate of fare for passengers, charged for the respective classes
per mile, as follows :*

For first class through passengers,	2.75 cents.
For first class way,	2.75 "
For emigrant through,	1 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,	\$4,154 01	\$2,281 20	\$1,872 81
Repairs of buildings,	18 12	11 80	6 32
Repairs of bridges,	24 73	13 81	10 92
Totals,	\$4,196 86	\$2,306 81	\$1,890 05
REPAIRS OF MACHINERY.			
Repairs of engines and and tenders,	\$1,561 74	\$860 70	\$701 04
Repairs of passenger and baggage cars,	125 00	125 00	200 26
Repairs of freight cars,	200 26	.....	.....
Totals,	\$1,887 00	\$985 70	\$901 30

EXPENSES — (CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$289 06	\$181 21	\$107 85
Agents and clerks,.....	2,191 01	1,390 10	800 91
Labor, loading and unloading freight,.....	1,354 14	.....	1,354 14
Porters, watchmen and switch tenders,.....	1,524 30	821 18	703 12
Conductors, baggage and brakemen,.....	1,138 27	569 13	569 14
Enginemen and firemen,.....	1,069 48	534 74	534 74
Fuel, cost and labor of preparing for use,.....	2,455 67	1,227 84	1,227 83
Oil and waste for engines and tenders,.....	278 40	139 20	139 20
Oil and waste for freight cars,.....	118 91	.....	118 91
Oil and waste for passenger and baggage cars,.....	163 65	163 65	.....
Loss and damage of goods and baggage,.....	6 09	.....	6 09
General superintendence,.....	1,015 24	618 20	397 04
Contingencies,.....	174 39	95 10	79 29
Totals,.....	\$11,778 61	\$5,740 35	\$6,038 26

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings to B., N. Y. and E. R. R. Co.:

From passengers,	\$25,616 55
From freight,.....	16,128 21
From other sources,.....	2,211 86
Total,	<u>\$43,956 62</u>

Expenses to B., N. Y. and E. R. R. Co.:

For transportation, see table,*	\$17,862 47
For payments for use of road,	21,098 01
	<u>\$38,960 48</u>
Nett earnings to B., N. Y. and E. R. R. Co.,....	<u>\$4,996 14</u>

2d. Receipts of R. and G. V. R. R. Co.:

From passengers, 48 per cent. of earnings,	\$12,295 94
From freight, 48 per cent. of earnings,	7,741 54
From mails, 48 per cent. of earnings,	373 68
From express, 48 per cent. of earnings,.....	686 85
Cash on hand, Oct. 1st, 1860,	104 03
Due from B., N. Y. and E. R. R. Co., Oct. 1st, 1860,	4,210 06
Total,	<u>\$25,412 10</u>

3d. Payments of R. and G. V. R. R. Co.:

For interest on funded debt,	\$10,578 88
For interest on floating debt,	1,205 84
For taxes on real estate,	3,607 73
For agents and clerks,	490 00
For office expenses,.....	71 87
For land damages,	1,448 00
For new crossing bridge,.....	140 00
For superstructure,.....	415 95
For bills payable,	2,000 00
Carried forward,	<u>\$19,958 27</u>

*Expenses do not include use of rolling stock, which is owned by B., N. Y. and E. R. R. Co.

Brought forward,	\$19,958 27
For cash on hand,.....	1,432 52
Due from B., N. Y. and E. R. R. Co.,	4,021 31
Total,	<u>\$25,412 10</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

EDWARD WHALEN,	ROCHESTER.
FREEMAN CLARKE,.....	ROCHESTER.
JOHN C. NASH,	ROCHESTER.
DANIEL WARNER,	ROCHESTER.
A. LONGMUIR, Jr.,.....	ROCHESTER.
EBEN N. BUELL,	ROCHESTER.
D. W. TOMLINSON,	BATAVIA.
THOMAS BROWN,	CALEDONIA.
CHARLES G. MILLER,.....	BUFFALO.
GEORGE W. TIFFT,.....	BUFFALO.
HENRY MARTIN,	BUFFALO.
G. R. WILSON,.....	BUFFALO.
DANIEL H. FITZHUGH,	GENESEO.

EDWARD WHALEN, *President*,..... ROCHESTER.

ISAAC HILLS, *Treasurer and Secretary*,..... ROCHESTER.

HENRY C. FISK, *Superintendent*, BUFFALO.

Communications intended for this Company should be addressed
Isaac Hills, No. 6 State street, Rochester, Monroe county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ISAAC HILLS, *Secretary and Treasurer*.
HENRY C. FISK, *Assistant Superintendent*.

(No. 44.)

SACKETT'S HARBOR, ROME AND NEW YORK.

STATE OF NEW YORK, }
Jefferson County, } ss:

M. Loomis, Treasurer, and W. T. Searle, acting Superintendent of operations of the Sackett's Harbor, Rome and New York Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) M. LOOMIS.
 W. T. SEARL.

Subscribed and sworn to before me, }
 this 13th day of December, 1861, }

B. K. HAWES,
Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter,	\$100,000 00
Amount of stock subscribed,	86,900 00
Amount paid in, as by last report,	10,304 64
Total amount now paid in of capital stock,	30,889 57
Floating debt, as by last report,	61,213 46
The amount now of floating debt,	57,262 60
Total amount now of funded and floating debt, ..	<u>57,262 60</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,		
For bridges,		
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures, .....	.....	*\$65,000 00
Engine and car-houses, machine shops, machinery and fixtures,		
Land, land damages and fences,		
Locomotives and fixtures, and snow plows, ..		4,000 00
Passenger and baggage cars,	\$1,050 00	1,322 25
Freight and other cars,		6,240 00
Total cost of road and equipment,	\$1,050 00	\$76,562 25

CHARACTERISTICS OF ROAD.

Length of road,	18 miles.
Length of road laid,	18 "
Length of double track, including sidings,	1 "
Weight of rail, per yard, on main track,	56 pounds.
Number of engine-houses and shops,	1
Number of engines,	†1
Number of 1st class passenger cars (rated as 8-wheel cars),	1
Number of baggage, mail and express cars (rated as 8-wheel cars),	1
Number of freight cars (rated as 8-wheel cars),	29
Length of main line of road from Sackett's Harbor to Pierrepont Manor,	18 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	16,872
Number of passengers (all classes) carried in cars, ..	6,795
Number of miles traveled by passengers, or number of passengers carried one mile,	67,150
Number of tons, of 2 000 pounds, of freight carried in cars,	2,167

* Cost of purchase by this company.

† There are two engines used on this road, one of which belongs to stockholders of this company, the use of which has cost the company nothing.

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Total movement of freight, or number of tons carried one mile,	42,298
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	12
Rate of speed of same, when in motion,	14½
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	48

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	589
Of animals,	214
Of vegetable food,	360
Other agricultural products,	58
Manufactures,	293
Merchandise,	292
Other articles,	361
Total,	2,167

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers, about	3½ cents.
For first class way passengers,	3½ “

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	*\$5,397 86
Repairs of buildings,	*100 00
Taxes on real estate,	19 12
Total,	\$5,516 98

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$566 55
Repairs of passenger and baggage cars,	7 51
Total,	\$574 06

* These two items do not properly belong to the repair account, and should be charged to the construction account.

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$40 80
Agents and clerks,.....	1,816 81
Labor, loading and unloading freight,.....	23 50
Porters, watchmen and switch tenders,.....	60 00
Wood and water station attendance,.....	100 00
Conductors, baggage and brakemen,.....	618 50
Enginemen and firemen,.....	792 00
Fuel, cost and labor of preparing for use,.....	1,068 46
Oil and waste, engines and tender, for freight passenger and baggage cars,.....	229 82
General superintendence,.....	1,200 00
Total,	\$5,949 89

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,.....	\$1,856 60
From freight,.....	2,081 49
From other sources,.....	793 53
Total,	\$4,731 62

2d. Receipts :

From passengers,.....	\$1,856 60
From freight,.....	2,081 49
For transportation of the mail,.....	592 62
For wharfage,.....	156 29
From passengers not included in the above earnings,.....	35 62
From freight other than reported,.....	3 00
For house rent,.....	6 00
Total,	\$4,731 62

3d. Payments other than for construction :

For transportation expenses,	\$5,949 89
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NAMES AND RESIDENCES OF OFFICERS.

Directors.

ALCANDER DICKINSON,	BELLEVILLE, JEFFERSON Co., N. Y.
W. T. SEARLE,	BELLEVILLE, JEFFERSON Co., N. Y.
C. LITTLEFIELD,	BELLEVILLE, JEFFERSON Co., N. Y.
E. B. HAWES,	BELLEVILLE, JEFFERSON Co., N. Y.
GEORGE CLARK,	BELLEVILLE, JEFFERSON Co., N. Y.
C. W. BISHOP,	HENDERSON, JEFFERSON Co., N. Y.
CHESTER BARRETT,	HENDERSON, JEFFERSON Co., N. Y.
SAMUEL GRIGGS,	HENDERSON, JEFFERSON Co., N. Y.
J. DALTON GILLET, JR.,	HENDERSON, JEFFERSON Co., N. Y.
W. P. DAVIS,	HENDERSON, JEFFERSON Co., N. Y.
ALDEN ADAMS,	SACKETT'S HARBOR, JEFF'N Co., N. Y.
ELIAS FRINK,	SACKETT'S HARBOR, JEFF'N Co., N. Y.
C. VAN ALLEN,	SACKETT'S HARBOR, JEFF'N Co., N. Y.

ALCANDER DICKINSON, . PRESIDENT.

MASON LOOMIS, .. TREASURER, SECRETARY AND ENGINEER.

W. T. SEARLE, .. SUPERINTENDENT.

Communications intended for this company should be addressed
Sackett's Harbor, Jefferson county, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and have examined them as far as
practicable, and believe them to be correct.

(Signed) M. LOOMIS, *Treasurer.*
W. T. SEARLE, *Supt.*

(No. 45.)

SARATOGA AND SCHENECTADY.

STATE OF NEW YORK, }
Rensselaer County, } ss:

H. C. Lockwood, Treasurer, and L. H. Tupper, acting Superintendent of operations of the Saratoga and Schenectady Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) H. C. LOCKWOOD, *Treasurer.*
 L. H. TUPPER, *Superintendent.*

Subscribed and sworn to, before me, }
 this 17th day of December, 1861, }

G. PARISH OGDEN,

Notary Public, Troy.

STOCK AND DEBTS.

Capital stock, as by charter,	\$300,000 00
Amount of stock subscribed,	300,000 00
Amount paid in, as by last report,	300,000 00
Total amount now paid in of capital stock,	300,000 00
Funded debt, as by last report,	83,000 00
Total amount now of funded debt,	73,000 00
Total amount now of funded and floating debt, ...	73,000 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment by last report, .	\$480,684	15
Total cost of road and equipment by present report, .	480,684	15

CHARACTERISTICS OF ROAD.

Length of road,	21	miles.
Length of road laid,	21	"
Length of double track, including sidings,	1.57	"
Weight of rail, per yard, on main track,	56 & 65	lbs.
Number of engine houses and shops,	2	
Number of engines,	2	
Number of first class passenger cars (rated as 8-wheel cars),	2	
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	1	
Number of freight cars (rated as 8-wheel cars), ...	10	

THE DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Are embraced in the report of the Rensselaer and Saratoga Railroad Company, to which the property of this company is leased.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

LE GRAND B. CANNON,	NEW YORK.
WM. H. WARREN,	MOREAU, N. Y.
JAS. M. MARVIN,	SARATOGA SPRINGS, N. Y.
L. S. SUAREZ,	NEW YORK.
JOHN CRAMER,	WATERFORD, N. Y.
H. N. LOCKWOOD,	TROY, N. Y.
STEPHEN E. WARREN, .	TROY, N. Y.
GEO. TIBBITS,	TROY, N. Y.
S. NORTON,	TROY, N. Y.

LE GRAND B. CANNON,..... PRESIDENT.

HENRY C. LOCKWOOD, SECRETARY AND TREASURER.

L. H. TUPPER, SUPERINTENDENT.

Communications intended for this company should be addressed
Henry C. Lockwood, Treasurer, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. C. LOCKWOOD, *Treasurer.*
L. H. TUPPER, *Superintendent.*

(No. 46.)

SARATOGA AND WHITEHALL.

STATE OF NEW YORK, }
 Saratoga County, } ss:

John M. Davison, President, and Samuel B. Sargent, Accountant of the Saratoga and Whitehall Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JOHN M. DAVISON.
 SAMUEL B. SARGENT.

Subscribed and sworn to before me, }
 this 4th day of January, 1862, }

CHARLES S. LESTER,
 Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$500,000 00
Amount of stock subscribed,	500,000 00
Amount paid in, as by last report,	500,000 00
Total amount now paid in of capital stock,	500,000 00
Funded debt, as by last report,	378,000 00
Total amount now of funded debt,	376,000 00
Floating debt, as by last report,	3,375 91
The amount now of floating debt,	15,398 36
Total amount now of funded and floating debt, ..	391,398 36
Average rate, per annum, of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$371,885 89	\$371,885 89
For bridges,	14,328 55	14,328 55
Superstructure, including iron,	261,149 00	261,149 00
Passenger and freight stations, buildings and fixtures,	29,658 32	29,658 32
Engine and car-houses, machine shops, machinery and fixtures,	18,985 48	18,985 48
Land, land damages and fences,	76,148 20	80,253 39
Locomotives and fixtures, and snow plows, ..	44,994 98	41,412 98
Passenger and baggage cars,	10,044 75	10,044 75
Freight and other cars,	26,127 03	26,127 03
Engineering and agencies,	48,362 22	48,362 22
Total cost of road and equipment,	\$901,684 42	\$902,207 61

CHARACTERISTICS OF ROAD.

Length of road,	40.86 miles.
Length of road laid,	40.86 "
Length of double track, including sidings,	3.87 "
Length of branches owned by the company, laid, ..	6.66 "
Weight of rail, per yard, on main track,	56 pounds.
Number of engine houses and shops,	3
Number of engines,	8
Number of first class passenger cars (rated as 8-wheel cars),	8
Number of second class and emigrant passenger cars (rated as 8-wheel cars),	3
Number of baggage, mail and express cars (rated as 8-wheel cars),	4
Number of freight cars (rated as 8-wheel cars), ...	80
Length of main line of road from Saratoga Springs to Whitehall Lake,	40.86 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	67,846
Number of miles run by freight trains,	41,942
Number of passengers (all classes) carried in cars, ..	84,372

Number of miles traveled by passengers, or number of passengers carried one mile,	2,211,190
Number of tons, of 2,000 pounds, of freight carried in cars,	63,438
Total movement of freight, or number of tons carried one mile,	1,942,303
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	22
Average rate of speed adopted by express trains, including stops,	20
Rate of speed of same, when in motion,	22
Average rate of speed adopted by freight trains, including stops,	9
Rate of speed of same, when in motion,	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	52
Average weight, in tons, of freight trains, exclusive of freight,	77

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	3,811
Of animals,	3,679
Of vegetable food,	10,861
Other agricultural products,	812
Manufactures,	13,492
Merchandise,	10,803
Other articles,	19,980
Total,	63,438

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2.8 cents.
For first class way passengers,	3.6 "
For emigrant through passengers,	2 "
For emigrant way passengers,	2 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$24,036 33	\$15,022 71	\$9,013 62
Cost of iron used in repairs, new, re-rolled and mended,.....	8,855 42	5,534 64	3,320 78
Allotted to passenger transportation, {			
length in feet, 46,385 }			
weight in pounds,..... 844,996 }			
Allotted to freight transportation, {			
length in feet, 27,831 }			
weight in pounds,..... 506,998 }			
Repairs of buildings,.....	849 27	530 80	318 47
Repairs of fences and gates,.....	502 04	313 78	188 26
Taxes on real estate,.....	4,637 78	2,898 61	1,739 17
Totals,	\$38,880 84	\$24,300 54	\$14,580 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$7,222 62	\$4,514 14	\$2,708 48
Repairs of passenger and baggage cars,.....	3,218 47	3,218 47	
Repairs of freight cars,.....	4,043 90	.....	4,043 90
Repairs of tools and machinery in shops,	2,285 51	1,428 44	857 07
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops,	159 04	99 40	59 64
Totals,	\$16,929 54	\$9,260 45	\$7,669 09

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$677 42	\$423 39	\$254 03
Agents and clerks,	7,813 96	4,883 73	2,930 23
Labor, loading and unloading freight,	955 86	.....	955 86
Porters, watchmen and switch tenders,	3,272 04	2,045 02	1,227 02
Wood and water station attendances,	1,466 42	916 51	549 91
Conductors, baggage and brakemen,	4,129 11	2,580 69	1,548 42
Engineemen and firemen,	4,261 62	2,663 51	1,598 11
Fuel, cost and labor of preparing for use,	18,057 30	11,285 81	6,771 49
Oil and waste for engines and tenders,	1,786 46	1,116 53	669 93
Oil and waste for freight cars,	540 18	.....	540 18
Oil and waste for passenger and baggage cars,	121 82	121 82	.....
Loss and damage of goods and baggage,	19 41	.....	19 41
Damage for injuries of persons,	175 00	175 00	.....
Damage to property, including damages by fire and cattle killed on road,	712 00	445 00	267 00
General superintendence,	3,239 25	2,062 03	1,237 22
Contingencies,	7,404 84	4,628 02	2,776 82
Totals,	\$54,692 69	\$33,347 06	\$21,345 63

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$73,420 24
From freight,	60,073 19
From other sources,	8,699 24
Total,	<u>\$142,192 67</u>

2d. Receipts :

From passengers,	\$73,420 24
From freight,	60,073 19
Mail,	5,398 50
Express,	3,300 74
Total,	<u>\$142,192 67</u>

3d. Payments, other than for construction :

For transportation expenses,	\$110,503 07
For interest and rent of roads,	41,188 86
Total,	<u>\$151,691 93</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JOHN WILLARD,	SARATOGA SPRINGS.
JOHN M. DAVISON,	SARATOGA SPRINGS.
JOHN W. THOMPSON,	BALLSTON SPA.
WM. H. WARREN,	MOREAU.
LEGRAND B. CANNON,	NEW YORK.
MICHAEL J. MYERS,	WHITEHALL.
CHAUNCEY VIBBARD,	SCHENECTADY.
CHARLES CRAMER,	WATERFORD.
JOHN H. WARREN,	TROY.
SAMUEL FORSYTH,	TROY.
RICHARD M. BLATCHFORD,	NEW YORK CITY.
WM. M. VERMILYEA,	NEW YORK CITY.
JAMES M. MARVIN,	SARATOGA SPRINGS.

JOHN M. DAVISON, *Pres. and Supt.*,.. SARATOGA SPRINGS.WM. H. WARREN, *Treasurer and Sec.*, MOREAU.

Communications intended for this company should be addressed
Saratoga Springs, Saratoga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. M. DAVISON, *President*.
S. B. SARGENT, *Accountant*.

(No. 47.)

SECOND AVENUE.

STATE OF NEW YORK, }
 City and County of New York, }^{ss}:

D. M. Hughes, President, and E. S. Dickinson, acting Superintendent of operations of the Second Avenue Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) D. M. HUGHES, *President.*
 E. S. DICKINSON, *Superintendent.*

Subscribed and sworn to before me, }
 this 31st day of Dec., 1861, }

HARVEY H. WOODS,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,	\$800,000 00
Amount of stock subscribed, issued,	650,000 00
Amount paid in, as by last report,	650,000 00
Total amount now paid in of capital stock,	650,000 00
Funded debt, as by last report,	350,000 00
Total amount now of funded debt,	350,000 00
Floating debt, as by last report,	74,500 00
The amount now of floating debt,	121,600 00
Total amount now of funded and floating debt, .	471,600 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By present Report	By last Report.
For graduation and masonry, } Construction For bridges,..... } account,..	\$886,620 39	\$887,197 35
Superstructure, including iron }		
Passenger and freight stations, buildings, fixtures, and stables,.....	28,168 61	28,236 96
Land,.....	42,742 76	49,774 47
Horses,.....	67,190 50	70,016 10
Passenger cars,	52,915 00	54,115 00
Wagons, trucks and harness,.....	3,900 00	3,900 00
Total cost of road and equipment,	\$1,081,537 26	\$1,093,239 88

CHARACTERISTICS OF ROAD.

Length of road,.....	8 miles.
Length of road laid,	8 "
Length of double track, including sidings, say,....	8 "
Weight of rail, per yard, on main track,	72 pounds.
Number of engine houses and shops,	<u>3</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars,..	4,630,751
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), say, ..	<u>5</u>

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$2,865 33
Repairs of buildings,.....	388 37
Taxes on real estate and personal,	2,593 27
Total,	\$5,846 97
Charged to real estate,	291 66
	<u>\$5,555 31</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of cars and horse shoeing,	\$10,414 01
Repairs of harness and new harness,	1,329 07
Total,	<u>\$11,743 08</u>

EXPENSES OF OPERATING THE ROAD.

Conductors and drivers,	\$53,915 75
Salaries,	9 591 45
Stablemen,	22,971 65
Carpenters,	4,903 89
Blacksmiths,	4,756 04
Switch and track,	7 097 55
Roadmen,	5,905 37
Starters,	3,065 76
Painters,	1,166 25
Harness makers,	857 26
Receivers,	1,638 00
Feed account,	46,449 44
Contingencies,	4,354 53
Damages,	317 39
Office Expenses,	346 08
Law Expenses,	2,665 00
Insurance,	1,669 10
Rent,	4,016 63
Gas and fluid,	2,508 25
Salt,	1,306 60
Total,	<u>\$179,501 99</u>

RECEIPTS AND PAYMENTS.

Receipts :

From passengers,	\$231,537 53
Car panels,	746 37
Wood taken from the bales of hay and straw, ...	224 75
Manure,	2,000 00
Carried forward,	<u>\$234,508 70</u>

Brought forward,	\$234,508 70
Rent,	20 00
Sundries	52 10
Total,	<u>\$234 580 80</u>

Payments, other than for Construction :

For transportation expenses and repairs,	\$196,800 38
For interest on funded and floating debt,	33,973 65
For dividends on stock, 8 per cent per annum, 3 quarterly dividends of 2 per cent each,*	39,000 00
Total,	<u>\$269,774 03</u>

* No dividends has been paid since April last.

NAMES OF OFFICERS.

Directors.

D. M. HUGHES,	CHARLES MILLER,
JOHN O'BRIEN,	CORNELIUS McCOON,
GEORGE BELL,	MARTIN J. SHELDON,
SIDNEY MASON,	JULIUS WADSWORTH,
WALDO HUTCHINS,	THOMAS CRANE,
W. V. R. ARNOLD,	EDWARD SLOSSON.

D. M. HUGHES,	PRESIDENT.
JOHN O'BRIEN,	TREASURER.
HARVEY H. WOODS,	SECRETARY.
E. S. DICKINSON,	SUPERINTENDENT.

Communications intended for this company should be addressed
42d street, corner of 2d avenue, New York city.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company, from
the books and records, and have examined them as far as practi-
cable, and believe them to be correct.

(Signed) D. M. HUGHES, *President.*
E. S. DICKINSON, *Superintendent.*

(48.)

SIXTH AVENUE.

STATE OF NEW YORK, }
City and County of New York, } ss:

W., T. Bailey Myers, Secretary, George G. Williams, Treasurer, and William Ebbitt, acting Superintendent of operations of the Sixth Avenue Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) T. BAILEY MYERS.
 G. G. WILLIAMS.
 WM. EBBITT.

Subscribed and sworn to before me, }
 this 12th day of December, 1861, }

HENRY S. MOORE,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter,	\$750,000 00
Amount of stock subscribed,	750,000 00
Amount paid in, as by last report,	750,000 00
Total amount now paid in of capital stock,	750,000 00
Total amount now of funded debt, on mortgage applied to pay for real estate,	25,000 00
Total amount now of funded and floating debt, ..	25,000 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry, including paying streets, &c.,.....	\$596,426 00	\$606,189 37
Superstructure, including iron,.....		
Passenger depot, buildings and fixtures,..	193,965 84	236,802 31
Car-houses, including premises for new depot at Central Park, machine shops, machinery and fixtures,		
Passenger cars,.....	74,082 05	74,082 05
Horses, mules, and other motive power, including harness, &c.,.....	109,486 93	116,051 88
Total cost of road and equipment,.....	\$973,960 82	\$1,033,125 61

CHARACTERISTICS OF ROAD.

Length of road,	4	miles.
Length of road laid,.....	4	"
Length of double track, including sidings,.....	4.375	"
Weight of rail, per yard, on main track,.....	74	pounds.
Number of houses and shops,		4
Number of horses,	477	522
Number of mules,	45	
Number of two-horse passenger cars,		60
Number of one-horse passenger cars,.....		30

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by regular passenger cars. ...	1,839,600
Number of passengers (all classes) carried in cars, .	6,890,801
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),.....	4½
Average weight, of large cars, exclusive of passengers and baggage (forty-three),	4,500 lbs.
(seventeen),.....	
Average weight, of small cars, exclusive of passengers,	2,000 lbs.

The rate of fare for passengers :

For all passengers,.....	5 cents.
Children 5 to 12 years,	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$3,450 30
Car licenses,.....	2,714 00
Cost of iron used in repairs,.....	3,066 65
Insurance,.....	1,862 98
Rent,.....	1,000 00
Repairs of buildings,.....	899 69
Purchase of real estate,.....	42,117 71
Taxes on real estate, capital and Croton tax,	14,121 04
Total,	<u>\$74,232 37</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs and new harness,.....	\$509 95
Repairs and reducing weight of passenger cars,*...	12,000 00
Repairs of tools and machinery in shops,.....	1,200 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	6,341 38
Total,	<u>\$20,051 33</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$700 00
President, secretary, treasurer, superintendent, deputy superintendent, receivers and clerks,..	16,107 67
Conductors,	27,755 00
Drivers,.....	44,207 64
Starters and station attendance,.....	12,858 20
Carried forward,	<u>\$101,628 51</u>

* Depreciation of passenger cars, \$3,200.

Brought forward,.....	\$101,628 51
Hostlers and feedmen,.....	26,027 07
Blacksmiths,.....	8,950 98
Medical attendance and injuries of persons,.....	329 00
Law expenses,	1,489 63
Horses and mules bought,.....	6,192 50
Feed,.....	48,195 44
Contingencies,	4,307 43
Total,	<u>\$197,120 56</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	<u>\$344,540 03</u>
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2d. Receipts:

From passengers,.....	\$344,540 03
From other sources:	
On mortgage applied to real estate,.....	25,000 00
Cash on hand, Oct. 1, 1860,.....	18,246 76
Total,	<u>\$387,786 79</u>

3d. Payments, other than for Construction:

For transportation expenses,.....	\$291,404 26
For dividends on stock—amount and rate per cent, 3 per cent quarterly, to May 1,	67,500 00
To payments to surplus fund,	28,882 53
Total,.....	<u>\$387,786 79</u>
Total amount of surplus fund,.....	<u>\$28,882 53</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

SIDNEY MASON,.....	130 FIFTH AVENUE.
FREDERICK DE PEYSTER,	76 UNIVERSITY PLACE.
GEORGE R. HOWELL,	95 WEST TWENTY-SECOND ST.
WALDO HUTCHINS,	130 WEST TWENTY-THIRD ST.
JOHN B. HALL,	25 BREVOORT PLACE.
A. GOLDSBOROUGH JONES,	120 SECOND AVENUE.
JOHN Q. JONES,	236 FIFTH AVENUE.
WILLIAM H. MACY,	47 EAST TWENTY-FIRST ST.
CHARLES H. MARSHALL,	38 EAST FOURTEENTH ST.
RICHARD MORTIMER,	20 EAST TWENTY-THIRD ST.
FRANCIS A. LIVINGSTON,	51 AMITY ST.
LORILLARD SPENCER,.....	85 FIFTH AVENUE.
SIDNEY MASON, <i>President</i> ,	130 FIFTH AVENUE.
GEORGE G. WILLIAMS, <i>Treasurer</i> ,	43 LAFAYETTE PLACE.
T. BAILEY MYERS, <i>Secretary</i> ,	MOSHOLU, WESTCHESTER CO.
WILLIAM EBBITT, <i>Superintendent</i> ,	PACIFIC HOTEL.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) T. BAILEY MYERS, *Secretary*.
 G. G. WILLIAMS, *Treasurer*.
 WM. EBBITT, *Superintendent*.

(No. 49.)

SODUS POINT AND SOUTHERN.

STATE OF NEW YORK, }
 Wayne County, } ss:

Horace Blackmar, President, and Joel H. Prescott, acting Secretary of operations of the Sodus Point and Southern Railroad Company, being severally sworn, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) HORACE BLACKMAR.
 JOEL H. PRESCOTT.

Subscribed and sworn to before me, }
 this 7th day of December, 1861, }

FENNER PALMER,
Justice of the Peace in and for said county.

STOCK AND DEBTS.

Capital stock, as by charter,	\$350,000 00
Amount of stock subscribed,	78,280 00
Amount paid in, as by last report,	31,585 76
Floating debt, as by last report,	1,850 00
The amount now of floating debt,	1,850 00

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$21,351 51	\$23,351 51
Land, land damages and fences,	5,383 62	5,383 62
Engineering and agencies,	8,563 00	8,863 00
Total,	\$35,298 13	\$37,598 13

CHARACTERISTICS OF ROAD.

Length of road, 35 miles.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

HORACE BLACKMAR, NEWARK, WAYNE Co., N. Y.
 JOEL H. PRESCOTT, NEWARK, WAYNE Co., N. Y.
 JOSEPH A. MILLER, NEWARK, WAYNE Co., N. Y.
 RHODERICK PRICE, NEWARK, WAYNE Co., N. Y.
 ANDREW O. LAMBEREAUX, NEWARK, WAYNE Co., N. Y.
 ALBERT BANTA, PHELPS, ONTARIO Co., N. Y.
 WILLIAM D. COOK, SODUS, WAYNE Co., N. Y.
 E. W. SENTELL, SODUS, WAYNE Co., N. Y.
 B. B. LUMMIS, SODUS POINT, WAYNE Co., N. Y.
 ALBERT F. CRESSY, NEWARK, WAYNE Co., N. Y.
 CLARK MASON, NEWARK, WAYNE Co., N. Y.
 JAMES P. BARTLE, NEWARK, WAYNE Co., N. Y.
 FLETCHER WILLIAMS, NEWARK, WAYNE Co., N. Y.

HORACE BLACKMAR, PRESIDENT.

JOSEPH A. MILLER, TREASURER.

JOEL H. PRESCOTT, SECRETARY.

Communications intended for this company should be addressed
 Newark, Wayne county, N. Y.

The undersigned have caused the foregoing statements to be
 prepared by the proper officers and agents of this company, from
 the books and records, and have examined them as far as practi-
 cable, and believe them to be correct.

(Signed) HORACE BLACKMAR.
 JOEL H. PRESCOTT, *Secretary.*

(No. 50.)

SOUTH SIDE RAILROAD CO. OF LONG ISLAND.

OFFICE OF THE SOUTH SIDE RAILROAD COMPANY, LONG ISLAND, }
 BROOKLYN, December, 1861. }

HON. VAN RENSSELAER RICHMOND,
State Engineer and Surveyor,

SIR: Since the date of our last report, progress has been made by the South Side Railroad Company, in the completion of surveys for location, negotiations for right of way, and other matters preliminary to placing the contemplated line under contract.

As no contracts have been made up to the present time by the company, there are no details of construction to report.

The officers of the company elected at the annual meeting, held March 28, 1861, are

ALEXANDER J. BERGEN, PRESIDENT.
 CONKLIN BRUSH, TREASURER.
 BENJAMIN K. TRUE, SECRETARY.

Respectfully submitted,

A. J. BERGEN, *President.*

BENJ. K. TRUE, *Secretary S. S. R. R. Co., L. I.*

(No. 51.)

STATEN ISLAND.

OFFICE OF THE STATEN ISLAND RAILROAD COMPANY, }
 NEW YORK, December, 1861. }

GEO. R. PERKINS, ESQ.,

Deputy State Engineer and Surveyor,

DEAR SIR: The following report is made up to the 25th day of
 July last, at which time the road went in the hands of a Receiver.

Respectfully yours, &c.,

S. SEGUINE, *President.*

STATE OF NEW YORK, }
 County, } ss: .

Stephen Seguine, President of the Staten Island Railroad
 Company, being sworn, deposes and says that the statements
 in the annexed report, which has been signed by him at the end
 thereof, are true and correct according to the best of his
 knowledge, information and belief.

(Signed) S. SEGUINE, *President.*

Subscribed and sworn to before me, }
 this 26th day of December, 1861, }

CALVIN NOYES,

Notary Public, New York city.

STOCK AND DEBTS.

Capital stock, as by charter,	\$300,000 00
Amount of stock subscribed,	139 300 00
Amount paid in, as by last report,	62,731 25
Total amount now paid in of capital stock,	63,102 05
Funded debt, as by last report,	162,087 00
Total amount now of funded debt,	193,687 00
Floating debt, as by last report,	63,374 13
The amount now of floating debt,	70,919 16
Total amount now of funded and floating debt,..	264,606 16
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By present Report.	By last Report.
For graduation and masonry,.....	\$186,928 16	\$198,542 70
For bridges,.....		
Superstructure, including iron,.....		
Passenger and freight stations, buildings and fixtures,.....	728 09	2,410 55
Engine and car-houses, machine shops, machinery and fixtures,.....	240 00	240 00
Land, land damages and fences,.....	43,735 87	45,816 26
Locomotives and fixtures, and snow plows,..	17,804 37	17,804 37
Passenger and baggage cars,.....	18,639 22	18,639 22
Engineering and agencies,.....	19,756 79	20,149 54
Total cost of road and equipment,.....	\$287,832 50	\$303,602 64

CHARACTERISTICS OF ROAD.

Length of road,.....	13 miles.
Length of road laid,.....	13 "
Length of double track, including sidings,.....	0.33 "
Weight of rail, per yard, on main track,.....	56 pounds.
Number of engine houses and shops,.....	1
Number of engines,.....	2
Number of 1st class passenger cars (rated as 8-wheel cars),.....	6
Number of freight cars (rated as 8-wheel cars),...	6
Length of main line of road from Vanderbilt's Landing to Tottenville,.....	13 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars,.	102,506
Number of miles traveled by passengers, or number of passengers carried one mile,.....	922,554
Number of tons, of 2,000 pounds. of freight carried in cars,.....	320
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),....	20
Rate of speed of same, when in motion,.....	27
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,.....	16½

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers.....	1½ cents.
For first class way passengers,	3½ "

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$190 41
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$1,751 45
Enginemen and firemen,.....	2,522 90
Fuel, cost and labor of preparing for use,	3,160 44
Damage to property, including damages by fire and cattle killed on road,.....	24 50
Totals,.....	\$7,459 29

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. *Earnings :*

From passengers,.....	\$16,166 41
From freight,	377 02
Total,	\$16,543 43

2d. *Receipts :*

From passengers,.....	\$16,166 41
From freight,	377 02
Total,	\$16,543 43

3d. *Payments, other than for construction :*

For interest and coupons,	\$3,824 11
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NAMES AND RESIDENCES OF OFFICERS.

Directors.

STEPHEN SEGUINE,	STATEN ISLAND.
A. JOURNEAY, JR.,	STATEN ISLAND.
W. H. VANDERBILT,	STATEN ISLAND.
B. KREISCHER,	STATEN ISLAND.
JOS. S. BENNETT,	STATEN ISLAND.
E. J. TOTTEN,	STATEN ISLAND.
F. PERKINS,	STATEN ISLAND.
E. R. BENNETT,	STATEN ISLAND.
WM. KING,	PERTH AMBOY, N. J.
GEO. W. LYON,	STATEN ISLAND.
JOEL WOLFE,	NEW YORK CITY.
P. L. CORTELYOU,	STATEN ISLAND.
S. SEGUINE,	PRESIDENT.
W. H. VANDERBILT,	TREASURER.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believe them to be correct.

(Signed) S. SEGUINE, *President.*

(No. 52.)

SYRACUSE, BINGHAMTON AND NEW YORK.

STATE OF NEW YORK, }
Onondaga County, } ss:

J. M. Schermerhorn, President, and Geo. Haven, acting Superintendent of operations, of the Syracuse, Binghamton and New York Railroad Company, being severally sworn, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) J. M. SCHERMERHORN, *President.*
 GEO. HAVEN, *Superintendent.*

Subscribed and sworn to before me, }
 this 17th day of December, 1861, }

HORACE H. WALPOLE,
Commissioner of Deeds, of Syracuse.

STOCK AND DEBTS.

Capital stock, as by charter,	\$1,201,300 00
Amount of stock subscribed,	1,201,300 00
Amount paid in, as by last report,	1,200,130 00
Total amount now paid in of capital stock,	1,200,130 00
Funded debt, as by last report,	1,643,153 25
Total amount now of funded debt,	1,643,153 25
Floating debt, as by last report,	121,065 62
The amount now of floating debt,	113,739 02
Total amount now of funded and floating debt, .	1,756,892 27
Average rate per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$23,808 15	\$24,886 32
For bridges,	254 23	893 23
Superstructure, including iron,	5,113 05	5,113 05
Passenger and freight stations, buildings and fixtures,	2,735 98	5,348 66
Engine and car-houses, machine shops, machinery and fixtures,	3,628 16	3,628 16
Land, land damages and fences,	13,737 52	15,143 52
Locomotives and fixtures, and snow plows, ..	372 79	372 79
Passenger and baggage cars,	1,150 00	1,250 00
Freight and other cars,	753 66	1,031 15
Engineering and agencies,	1,431 80	1,473 60
Gross sum paid for the road in Oct., 1856, ..	2,667,243 35	2,667,243 35
Cost of Union railroad, purchased Aug. 12, 1858,	133,983 77	133,983 77
Total cost of road and equipment,	\$2,854,212 46	\$2,860,367 60

CHARACTERISTICS OF ROAD.

Length of road,	81 miles.
Length of road laid,	81 "
Length of double track, including sidings,	7.59 "
Weight of rail, per yard, on main track,	60 pounds.
Number of engine houses and shops,	4
Number of engines,	13
Number of first class passenger cars (rated as S-wheel cars),	10
Number of second class and emigrant passenger cars (rated as S-wheel cars),	2
Number of baggage, mail and express cars (rated as S-wheel cars),	3
Number of freight cars (rated as S-wheel cars),	114
Length of main line of road from Geddes to Binghamton,	81 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	100,160
Number of miles run by freight trains,	104,997
Number of passengers (all classes) carried in cars, ..	113,109

Number of miles traveled by passengers, or number of passengers carried one mile,	2,834,082
Number of tons, of 2,000 pounds, of freight carried in cars.	153,596
Total movement of freight, or number of tons carried one mile,	11,083,577
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	18
Rate of speed of same, when in motion,	20
Average rate of speed adopted by freight trains, including stops,	9
Rate of speed of same, when in motion,	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	45
Average weight, in tons, of freight trains, exclusive of freight,	175

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	6,873
Of animals,	5,802
Of vegetable food,	5,150
Other agricultural products,	350
Manufactures,	4,196
Merchandise,	1,348
Other articles,	129,877
Total,	153,596

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2 cents.
For first class way passengers,	3 "
For emigrant through passengers,	0.7 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Inse. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$25,386 88	\$6,346 72	\$19,040 16
Cost of iron used in repairs,.....	7,626 02	1,906 50	5,719 52
Allotted to passenger transportation, } length in feet, \$,333 weight in pounds, 166,660			
Allotted to freight transportation, } length in feet, 16,667 weight in pounds, 333,340			
Rents,.....	365 00	182 50	182 50
Repairs of buildings,.....	739 59	369 79	369 80
Repairs of fences and gates,	97 53	48 77	48 76
Taxes on real estate,.....	6,018 74	2,006 25	4,012 49
Totals,.....	\$40,233 76	\$10,860 53	\$29,373 23
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$7,769 43	\$5,179 62	\$2,589 81
Repairs of passenger and baggage cars,	2,246 04	2,246 04	
Repairs of freight cars,.....	2,941 18	.....	2,941 18
Repairs of tools and machinery in shops,.....	483 54	322 36	161 18
Incidental expenses, includ'g oil, fuel, clerks, watchmen, &c., about shops,.....	1,350 39	775 19	775 20
Totals,.....	\$14,900 58	\$8,523 21	\$6,467 37

EXPENSES - (CONTINUED).

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$172 22	\$86 11	\$86 11
Agents and clerks,	4,381 57	1,679 95	2,701 62
Labor, loading and unloading freight,	2,024 90	.....	2,024 90
Porters, watchmen and switch tenders,	1,934 04	967 02	967 02
Conductors, baggage and brakemen,	3,041 48	1,954 77	1,086 71
Engine-men and firemen,	3,554 11	2,303 86	1,248 25
Fuel, cost and labor of preparing for use,	14,576 31	9,110 20	5,466 11
Oil and waste for engines and tenders, passenger, baggage and freight cars,	2,606 52	1,303 26	1,303 26
Loss and damage of goods and baggage,	55 76	.....	55 76
Damage to property, including damages by fire and cattle killed on road,	650 68	433 79	216 89
General superintendence,	2,560 08	1,250 04	1,250 04
Contingencies,	3,201 54	1,600 77	1,600 77
Totals,	\$38,690 21	\$20,691 77	\$18,007 44

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$75,739 42
From freight,	147,677 20
From other sources,	7,853 56
Total,	<u>\$231,270 48</u>

2d. Receipts :

From passengers,	\$75,739 42
From freight,	147,677 20
Express,	3,782 11
Mail,	4,071 75
Rent of real estate,	1,472 41
Sale of old iron,	2,252 50
Sale of old wood,	2,376 90
Miscellaneous items,	65 50
Total,	<u>\$237,437 79</u>

3d. Payments other than for construction :

For transportation expenses,	\$93,923 55
For interest,	115,976 94
Total,	<u>\$209,900 49</u>

ACCIDENTS.

Killed, 1

1861.

March 18. A young man, named Horace Pratt, in attempting to jump on the freight train, while in motion, at Killawog station, fell under the car, and was so badly injured that he died the next morning.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

J. M. SCHERMERHORN,	HOMER, N. Y.
HAM'L MURRAY,	OSWEGO, N. Y.
U. A. MURDOCK,	NEW YORK.
D. LAMONT,	NEW YORK.
J. H. KNOX,	NEW YORK.
IRVING VAN WART,	NEW YORK.
JAMES TINKER,	NEW YORK.
WARREN MURDOCK,	NEW YORK.
G. MERLE,	NEW YORK.
J. H. THOMPSON,	NEW YORK.
J. P. MORGAN,	NEW YORK.
DAN'L S. DICKINSON,	BINGHAMTON, N. Y.
T. B. FITCH,	SYRACUSE, N. Y.

J. M. SCHERMERHORN, *President*, HOMER, N. Y.

E. B. WICKS, *Treasurer*, SYRACUSE, N. Y.

O. WELCH, *Secretary*, SYRACUSE, N. Y.

GEO. HAVEN, *Superintendent*, SYRACUSE, N. Y.

Communications intended for this company should be addressed
Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. M. SCHERMERHORN, *President*.
GEO. HAVEN, *Superintendent*.

(No. 53.)

TENTH AVENUE AND GRAND ST. FERRY.

To the Honorable the State Engineer and Surveyor of the State of New York:

The "Tenth Avenue and Grand Street Ferry Railroad Company" was organized under the general railroad act, on the 10th day of August, 1860. The articles of association were filed with the Secretary of State on the 24th day of August, 1860.

The amount of capital stock, as by the charter, is six hundred thousand dollars.

The amount of stock subscribed is one hundred and forty-two shares.

The total amount of capital stock now paid in is ten per cent on the amount of stock subscribed.

The length of said road is eight miles; none of it has yet been laid, but proceedings were taken, during the months of August and September, 1860, for the construction of the said road, and to secure its early practical operation; and the same were restrained immediately by certain suits, which were brought to test the validity of the act under which the said road was organized. The said injunction is still existing.

The foregoing is a correct statement of the operations and affairs of the Tenth Avenue and Grand Street Ferry Railroad corporation, for the year ending 30th September, 1861.

Dated New York, December 11, 1861.

(Signed) HUGH SMITH, *President.*

JOHN KERR, *Secretary and Treas.*

CITY AND COUNTY OF NEW YORK, ss:

John Kerr, of said city, being duly sworn, says that he is the Treasurer and Secretary of the Tenth Avenue and Grand Street Ferry Railroad Company; that no acting Superintendent of said company has been appointed; that he has read the foregoing report, and the same contains a correct statement of the operations of said road for the year ending 30th September, 1861.

(Signed) JOHN KERR.

Sworn to before me, this 11th }
day of December, 1861, }

EDWIN F. COREY, JR., *Notary Public.*

(No. 54.)

THIRD AVENUE.

STATE OF NEW YORK, }
 New York County, } ss:

William A. Darling, President and acting Superintendent of operations of the Third Avenue Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) WM. A. DARLING, *President.*

Subscribed and sworn to, before me, }
 this 10th day of December, 1861, }

AUGS. F. LEE, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,170,000 00
Amount of stock subscribed,.....	1,170,000 00
Amount paid in, as by last report,.....	1,170,000 00
Total amount now paid in of capital stock,....	1,170,000 00
Funded debt, as by last report,.....	345,000 00
Total amount now of funded debt,	345,000 00
Total amount now of funded and floating debt,.	345,000 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....		
For bridges,	*\$1,170,000 00	\$1,170,000 00
Superstructure, including iron,.....		
Passenger stations, buildings and fixtures, }	243,026 81	227,952 65
Car-houses and machine shops and land, }		
Iron pavement,	3,371 43	
Passenger cars,	47,150 45	51,036 60
Horses, harness, &c.,	48,668 72	45,668 72
Construction track to Yorkville and Harlem,	104,453 94	107,186 13
Total cost of road and equipment,	\$1,61 ,6 1 35	\$1,601,844 10

CHARACTERISTICS OF ROAD.

Length of road,	8 miles.
Length of road laid,	8 "
Length of double track, including sidings,.....	8.50 "
Weight of rail, per yard, on main track,.....	50 to 72 lbs.
Number of first class passenger cars,	110
Number of truck cars,	3
Length of main line of road from Ann street to Harlem river,.....	8 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars,.....	2,000,000
Number of passengers (all classes) carried in cars, ..	11,824,928
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),....	5½
Rate of speed of same, when in motion,	6
Average weight, in tons, of passenger cars,	2½

Rate of fare for passengers :

Beyond 65th street,.....	6 cents.
Below 65th street,.....	5 "

* Road not constructed by this company, but bought of grantees when built and equipped to 81st street.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$18,437 43
Cost of iron used in repairs,	5 570 51
Repairs of buildings,	347 89
Taxes on real estate,	2 236 64
Total,	<u>\$26,592 47</u>

EXPENSES OF OPERATING THE ROAD.

Horses,	\$29,352 00
Harness,	3,022 21
Repairs of passenger cars,	11,934 35
Painting passenger cars,	1,977 47
Hardware,	640 73
Meal,	59,831 88
Hay,	33,481 04
General expenses,	1,659 37
Office expenses, stationery, law and depot expenses,	6,199 60
Salaries,	15,593 82
Insurance,	1,978 24
Watchmen, switch tenders, hostlers and mechanics' pay-roll,	58,137 56
Stable expense,	2,721 79
Conductors and drivers,	107,140 84
Fluid,	2,539 00
Fuel,	988 34
Oil,	1,157 24
Gas,	1,137 12
Iron for shoeing,	3,382 83
Lumber for cars and stables,	1,277 21
Damage for injuries to persons,	1,469 39
Fire expense,	7,672 78
New cars, &c,	6,386 15
Carried forward,	<u>\$359,680 96</u>

Brought forward,	\$359,680 96
Personal taxes,	18,944 95
Rent,	785 00
Contingencies, donations, &c.,	3,779 23
Total,	<u>\$383,190 14</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,	\$591,246 41
From other sources,	4,477 61
Total,	<u>\$595,724 02</u>

2d. Receipts :

From passengers,	\$591,246 41
From insurance,*	57,270 00
Manure,	3,250 08
Rents,	1,012 25
Interest,	123 55
Sundries,	91 73
Total,	<u>\$652,994 02</u>

3d. Payments, other than for construction :

For transportation expenses,†	\$409,782 61
For interest,	24,150 00
For dividends on stock, amount and rate per cent, 12 per cent,	140,400 00
To payments from surplus fund,	35,100 00
To payments real estate,	33,253 02
To payments Harlem extension,	1,682 72
Total,	<u>\$644,568 35</u>

* Depot destroyed by fire, June 27, 1880. This amount recovered on insurance.

† For expenses operating,	\$364,245 19
For expenses maintaining,	20,592 47
For personal taxes,	18,944 95
	<u>\$409,782 61</u>

Amount of surplus fund, Oct. 1, 1861,	\$8,425 67
Amount of surplus fund, Oct. 1, 1860,	58,213 43
Total amount of surplus fund,	<u>\$66,639 10</u>

ACCIDENTS.

	Killed.	Injured.
Passengers,	1	6
Others,	3	5
Total,	<u>4</u>	<u>11</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1860.

December 18. Sarah Neil fell off a car at the Harlem terminus and had her foot injured.

1861.

January 19. Henry Smith run over at the park and received injuries to leg, causing his death.

February 23. William Ahern fell off a car and was run over by another car passing, losing his thumb.

March 7. James McGee fell in getting off a car at Houston street, and his foot injured.

March 26. A child aged two years was knocked down by horses of car, and slightly hurt on hand.

April 15. A child was killed by a car in Chatham street, but whether by a Second or Third avenue car is not known ; no report of the circumstance was made by any of our conductors.

May 5. Samuel Martin jumped off a Second avenue car, going down Chatham street, and fell under our car, receiving injuries which caused his death.

June 7. James Mulvey fell in getting on car, and his foot injured.

June 10. Mariana Montino was knocked down by the horses of car 58 in Chatham street, and had her foot injured by wheel.

June 16. Emil Wolfe, a German soldier, jumped off car 64 at Yorkville, while in motion, and fell under wheel, causing injuries to his leg, which was amputated.

June 17. Frederick Jenkins and J. L. Hastings were injured by being thrown from a light wagon, which was upset by a pair of horses which became detached from car 80 at Harlem.

July 15. A man named Fitzsimmons, while riding in car 53, at Yorkville, was struck by a stone from a blast, which penetrated the roof of the car; he subsequently died at the hospital in consequence.

July 22. Albert Swansick, a boy aged twelve years, jumped off car 76, in the Bowery, and his leg injured.

September 12. John Byrnes, a small boy, hanging on side of car on Third avenue, fell under the wheel, and injured his foot.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

WILLIAM A. DARLING,	96 LEXINGTON AVENUE.
WILLIAM REMSEN,	26 WAVERLY PLACE.
HENRY R. REMSEN,	44 FIFTH AVENUE.
HENRY HART,	27 CHATHAM STREET.
WILSON G. HUNT,	CLARENDON HOTEL.
SAMUEL JAUDON,	HELL GATE.
GEORGE G. WATERS,	314 WEST TWENTY-SECOND STREET.
MALTBY G. LANE,	84 FOURTH AVENUE.
PETER McMARTIN,	168 FIFTH AVENUE.
JOHN B. HOBBY,	117TH STREET AND FIRST AVENUE.
WILLIAM J. VALENTINE,	69 EAST THIRTEENTH STREET.
ROBERT B. PORTER,	116 EAST TWENTY-FIRST STREET.
ROBERT SQUIRES,	470 WEST TWENTY-THIRD STREET.

WILLIAM A. DARLING, *President*, 96 LEXINGTON AVENUE.

JOHN L. GEIB, *Treasurer*, 35TH ST., NEAR MADISON AV.

SAMUEL B. ISAACS, *Secretary*, 120 EAST FORTY-EIGHTH ST.

Communications intended for this company should be addressed to William A. Darling, President, Sixty-Fifth street, between Second and Third avenues, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable; and believes them to be correct.

(Signed) WM. A. DARLING, *President*.

(No. 55.)

THIRD AVENUE AND FORDHAM.

STATE OF NEW YORK, }
City and County of New York, } ss:

David Milliken, President of the Third Avenue and Fordham Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) DAVID MILLIKEN.

Subscribed and sworn to before me, }
 this 27th day of November, 1861, }

EDWARD BISSELL,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,	\$150,000 00
Amount of stock subscribed,	9,750 00
Total amount now paid in of capital stock,	975 00

COST OF ROAD AND EQUIPMENT.

Engineering and agencies,	\$717 50
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CHARACTERISTICS OF ROAD.

Length of main line of road from Harlem River to Fordham,	5 miles.
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NAMES AND RESIDENCES OF OFFICERS.

Directors.

GOVERNEUR MORRIS,.....	MORRISANIA, WESTCHESTER Co.
JASON ROGERS,	MORRISANIA, WESTCHESTER Co.
JOHN M. BECK,	MORRISANIA, WESTCHESTER Co.
JOSEPH M. VALENTINE,	MORRISANIA, WESTCHESTER Co.
DAVID MILLIKEN,	WEST FARMS, WESTCHESTER Co.
JOHN B. HASKIN,	WEST FARMS, WESTCHESTER Co.
EDWARD HAIGHT,	WESTCHESTER, WESTCHESTER Co.
HENRY WILLETT,	WHITE PLAINS, WESTCHESTER Co.
WILLIAM BLEAKLEY, Jr.,	WHITE PLAINS, WESTCHESTER Co.

DAVID MILLIKEN,	PRESIDENT.
EDWARD HAIGHT,	TREASURER.
JOSEPH M. VALENTINE,	SECRETARY.
CHARLES S. CROSS,	ENGINEER.

(Made preliminary survey, but not now employed.)

Communications intended for this company should be addressed
David Milliken, West Farms, Westchester county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DAVID MILLIKEN.

(No. 56.)

TROY AND BENNINGTON.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

G. M. Selden, Treasurer, and I. V. Baker, acting Superintendent of operations of the Troy and Bennington Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) G. M. SELDEN, *Treasurer.*
 I. V. BAKER.

Subscribed and sworn to before me, by G. M. }
 Selden, this 9th day of November, 1861, and }
 by I. V. Baker, December 3d, 1861, }

A. S. PERRY,
Commissioner of Deeds, Troy.

STOCK AND DEBTS.

Capital stock, as by charter,	\$80,000 00
Amount of stock subscribed,	75 800 00
Amount paid in, as by last report,	75,350 00
Total amount now paid in of capital stock,	75,350 00
Funded debt, as by last report,	172,100 00
Total amount now of funded debt,	172,100 00
Floating debt, as by last report,	3,215 00
The amount now of floating debt,*	2,340 00
Total amount now of funded and floating debt, ...	174,440 00
Average rate, per annum, of interest on funded debt,	6½ per cent.

* There are rents due sufficient, when collected, to pay the floating debt, and any unpaid coupons

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,.....	\$129,057 43	\$129,057 43
For bridges,	27,220 14	27,220 14
Superstructure, including iron,	35,196 00	35,196 00
Passenger and freight stations, buildings and fixtures,.....	1,322 00	1,322 00
Land, land damages and fences,.....	37,168 70	37,168 70
Engineering and agencies,	5,959 96	6,003 08
Total cost of road and equipment,* ..	\$235,924 23	\$2 5,967 35

CHARACTERISTICS OF ROAD.

Length of road,	5.38 miles.
Length of road laid,	5.38 "
Length of double track, including sidings,.....	0.38 "
Weight of rail, per yard, on main track,	58 pounds.

This road is leased to the Troy and Boston Railroad Company.
See their report for the transactions of this road.

RECEIPTS AND PAYMENTS.

Receipts :

From Troy and Boston on account of rent,	\$14,500 00
Bills payable, discounted,	1,500 00
Total,	\$16,000 00

Payments, other than for construction :

For interest,	\$10,452 18
To payments to surplus fund,	2,475 65
Troy and Boston railroad,	15 00
Bills payable,	2,662 08
Total,	\$15,604 91

Total amount of surplus fund invested in our
own bonds, \$21,300 00

* There should be added to this the balance of interest account, which includes the loss on bonds sold, which is considered as part of the cost, say about \$18,000, making a total of \$263,967.35.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

LYMAN BENNETT,	TROY, N. Y.
ELIAS JOHNSON,	TROY, N. Y.
JOEL MALLORY,	TROY, N. Y.
URI GILBERT,	TROY, N. Y.
J. B. HART,	TROY, N. Y.
CORNELIUS LANSING,	PITTSOWN, N. Y.
G. M. SELDEN,	TROY, N. Y.
D. S. McNAMARA,	TROY, N. Y.
G. S. EGINBRODT,	TROY, N. Y.
S. A. BATTERSHALL,	TROY, N. Y.
A. B. OLIN,	TROY, N. Y.
J. M. CORLISS,	TROY, N. Y.
CHAS. H. MERRITT,	HOOSICK FALLS, N. Y.

LYMAN BENNETT,..... PRESIDENT.

G. M. SELDEN, TREASURER AND SECRETARY.

I. V. BAKER, ENGINEER AND SUPERINTENDENT.

Communications intended for this Company should be addressed to Geo. M. Selden, Troy Post Office.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) G. M. SELDEN, *Treasurer.*
I. V. BAKER.

(No. 57.)

TROY AND BOSTON.

STATE OF NEW YORK, }
Rensselaer County, } ss :

Daniel Robinson, Treasurer, and Isaac V. Baker, acting Superintendent of operations of the Troy and Boston Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) DANIEL ROBINSON.
 ISAAC V. BAKER.

Subscribed and affirmed to before me, }
 this 16th day of January, 1862, }

A. S. PERRY,

Commissioner of Deeds, Troy.

STOCK AND DEBTS.

Capital stock, as by charter,	\$1,000,000 00
Amount of stock subscribed,	654,670 00
Amount paid in, as by last report,	605,911 22
Total amount now paid in of capital stock, ...	606,911 22
Funded debt, as by last report,	806,500 00
Total amount now of funded debt,	808,500 00
Floating debt, as by last report,	247,476 11
The amount now of floating debt,	271,096 85
Total amount now of funded and floating debt,	1,079,596 85
Average rate, per annum, of interest on funded debt,	7 per cent.

This report embraces the operations of

The Troy and Boston railroad,	35 miles.
The Troy and Bennington railroad,	5 "
The Western Vermont railroad,	59 "
The Southern Vermont railroad,	6 "
The Troy and Greenfield railroad,	7 "

Total, 112 miles.

The four last named roads being leased and operated by the Troy and Boston Railroad.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$764,914 74	\$764,914 74
For bridges,	28,825 90	28,825 90
Superstructure, including iron,	261,703 32	261,703 32
Passenger and freight stations, buildings and fixtures,	31,115 00	31,115 00
Engine and car-houses, machine shops, machinery and fixtures,	15,991 34	15,991 34
Land, land damages and fences,	162,501 28	167,751 28
Locomotives and fixtures, and snow plows, ..	66,500 00	79,500 00
Passenger and baggage cars,	24,500 00	29,000 00
Freight and other cars,	77,437 58	90,437 58
Engineering and agencies,	129,274 46	129,274 46
Total cost of road and equipment,	\$1,534,763 62	\$1,570,513 62

CHARACTERISTICS OF ROAD.

Length of road,	34.91 miles.
Length of road laid,	34.91 "
Length of double track, including sidings,	3.48 "
Weight of rail, per yard, on main track,	58 and 65 lbs.
Number of engine-houses and shops,	5
Number of engines,	10
Number of 1st class passenger cars (rated as 8-wheel cars),	8
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	1
Number of baggage, mail and express cars (rated as 8-wheel cars),	6
Number of freight cars (rated as 8-wheel cars), ..	119
Length of main line of road from Troy to Vermont State line,	34 91 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,.....	156,545
Number of miles run by freight trains,.....	91,353
Number of passengers (all classes) carried in cars,..	159,480
Number of miles traveled by passengers, or number of passengers carried one mile,.....	3,736,453
Number of tons, of 2,000 pounds, of freight carried in cars,	108,335
Total movement of freight, or number of tons car- ried one mile,	4,361,960
Average rate of speed adopted by ordinary passen- ger trains, including stops (miles per hour),.....	23
Rate of speed of same, when in motion,.....	29
Average rate of speed adopted by express trains, in- cluding stops,	29
Rate of speed of same, when in motion	34
Average rate of speed adopted by freight trains, in- cluding stops,	10
Rate of speed of same, when in motion,.....	12 to 15
Average weight. in tons, of passenger trains, exclu- sive of passengers and baggage,.....	60
Average weight, in tons of freight trains, exclusive of freight,.....	96

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	2,976
Of animals,	5,222
Of vegetable food,.....	3,480
Other agricultural products,	10,162
Manufactures,	24 530
Merchandise,.....	25 250
Other articles,	36 715
Total,	108,335

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	3 cents.
For first class way passengers,.....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation
Repairs of road-bed and railway, excepting cost of iron,.....	\$27,229 93	\$16,337 96	\$10,891 97
Cost of iron used in repairs,	8,450 44	4,225 22	4,225 22
Allotted to passenger transportation, } length in feet, 18,018 } weight in pounds, ... 360,361 }			
Allotted to freight transportation, } length in feet, 18,018 } weight in pounds, 360,361 }			
Repairs of buildings,.....	2,538 41	1,269 20	1,269 21
Repairs of fences and gates,	59 69	29 84	29 85
Taxes on real estate,.....	2,387 03	1,193 51	1,193 52
Totals,	\$40,665 50	\$23,055 73	\$17,609 77
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$11,354 19	\$7,569 46	\$3,784 73
Repairs of passenger and baggage cars,.....	6,058 99	6,058 99	
Repairs of freight cars,.....	5,799 93	.....	5,799 93
Repairs of tools and machinery in shops,.....	449 98	299 99	149 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	1,232 41	821 61	410 80
Totals,	\$24,895 50	\$14,750 05	\$10,145 45

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,.....	\$1,709 68	\$854 84	\$854 84
Agents and clerks,.....	12,302 84	6,151 42	6,151 42
Labor, loading and unloading freight,.....	5,017 13	.....	5,017 13
Porters, watchmen and switch tenders,.....	3,523 70	1,761 85	1,761 85
Wood and water station attendance,.....	225 00	112 50	112 50
Conductors, baggage and brakemen,.....	7,874 69	3,937 34	3,937 35
Engineemen and firemen,.....	8,764 63	5,843 09	2,921 54
Fuel, cost and labor of preparing for use,.....	21,492 08	10,746 04	10,746 04
Oil and waste for engines and tenders,.....	2,607 65	1,403 82	1,203 83
Oil and waste for freight cars,.....	1,446 34	.....	1,446 34
Oil and waste for passenger and baggage cars,.....	964 23	964 23	.....
Loss and damage of goods and baggage,.....	307 29	.....	307 29
Damage for injuries of persons,.....	15 00	15 00	.....
Damage to property, including damages by fire and cattle killed on road,.....	926 53	926 53	.....
General superintendence,.....	3,000 00	2,000 00	1,000 00
Contingencies,.....	435 49	217 74	217 75
Totals,.....	\$70,612 28	\$34,934 40	\$35,677 88

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers,.....	\$118,122 42
From freight,	139,536 20
From other sources,.....	13,500 00
Total,	\$271,158 62

2d. Receipts :

From passengers,.....	\$118,122 42
From freight,	139,536 20
Mails,	8,700 00
Express,	4,800 00
Total,	\$271,158 62

3d. Payments other than for construction :

For transportation expenses,	\$136,173 28
For interest,.....	87,351 60
Rents,	71,254 48
Total,	\$294,779 36

NAMES AND RESIDENCES OF OFFICERS.

Directors.

D. THOMAS VAIL,	TROY.
DANIEL ROBINSON,.....	TROY.
JARED S. WEED,.....	TROY.
JONAS C. HEARTT,	TROY.
ROGER A. FLOOD,	TROY.
JOHN H. WILLARD,.....	TROY.
WILLIAM R. YOURT,.....	TROY.
ELIAS JOHNSON,	TROY.
LYMAN BENNETT,	TROY.
AMOS BRIGGS,	SCHAGHTICOKE.
W. R. SWIFT,.....	SCHAGHTICOKE.
LYMAN WILDER,.....	HOOSICK FALLS.
L. CHANDLER BALL,.....	HOOSICK FALLS.

D. THOS. VAIL,.....	PRESIDENT.
DANIEL ROBINSON,.....	TREASURER.
JARED S. WEED,	SECRETARY.
I. V. BAKER,	SUPERINTENDENT.

Communications intended for this company should be addressed
Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DANIEL ROBINSON.
I. V. BAKER.

(No. 58.)

TROY AND GREENBUSH.

STATE OF NEW YORK, }
Rensselaer County, } ss:

Jonathan Edwards, President, and P. Wells, Treasurer, of the Troy and Greenbush Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JONATHAN EDWARDS, *President.*
P. WELLS, *Treasurer.*

Subscribed and sworn to before me, }
this 20th day of November, 1861, }

CHARLES L. ALDEN,
Commissioner of Deeds, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter,	\$275,000 00
Amount of stock subscribed,	275,000 00
Amount paid in, as by last report,	274,400 00
Total amount now paid in of capital stock,	<u>274,400 00</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$89,221 37	\$89,221 37
For bridges,	55,836 02	55,836 02
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures,	16,858 43	16,858 43
Engine and car-houses, machine shops, machinery and fixtures,	9,926 89	9,926 89
Land, land damages and fences,	65,286 37	65,286 37
Locomotives and fixtures, and snow plows,		
Passenger and baggage cars,	36,073 46	36,073 46
Freight and other cars,	21,705 82	21,705 82
Engineering and agencies,		
Total cost of road and equipment,	\$294,908 36	\$294,908 36

MEMORANDUM.—In future the report for cost of road will be reported in gross, all the above items will have merged in construction, amount \$294,908.36, to wit:

Amount paid from capital,.....	\$274,400 00
Amount paid from profit and loss,	20,508 36
	<hr/>
	\$294,908 36
	<hr/>

CHARACTERISTICS OF ROAD.

Length of road,	6	miles.
Length of road laid,.....	6	"
Length of double track, including sidings, .....	.04	"
Weight of rail, per yard, on main track,.....	64	pounds.
Number of engine houses and shops,.....	1	

This road is leased for the term of its charter, to the Hudson River Railroad Company.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JONAS C. HEARTT,.....	TROY, N. Y.
JOHN L. THOMPSON,.....	TROY, N. Y.
GEO. D. CARTER,	TROY, N. Y.
JONATHAN EDWARDS,.....	TROY, N. Y.
HANFORD N. LOCKWOOD,	TROY, N. Y.
JOHN B. GALE,	TROY, N. Y.
PHILANDER WELLS,	TROY, N. Y.
REUBEN A. RICHARDS,	BOSTON, MASS.
STEPHEN E. WARREN,	TROY, N. Y.
JOHN WILLARD,	TROY, N. Y.
THOMAS W. LOCKWOOD,	TROY, N. Y.
THOMAS SYMONDS,	TROY, N. Y.
ELIAS JOHNSON,	TROY, N. Y.

JONATHAN EDWARDS,..... PRESIDENT.

P. WELLS,

TREASURER.

JNO. B. GALE,..... SECRETARY.

Communications intended for this company should be addressed to the president, Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of the company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JONA. EDWARDS, *President.*
P WELLS, *Treasurer.*

(No. 59.)

TROY UNION.

STATE OF NEW YORK, }
Rensselaer County, } ss :

James Forsyth, Treasurer, and Jared S. Weed, acting Superintendent of operations of the Troy Union Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JAMES FORSYTH.
 JARED S. WEED.

Subscribed and sworn to before me, }
 this 4th day of January, 1862, }

C. B. RUSSELL,

Com. of Deeds, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter,	\$30,000 00
Amount of stock subscribed,	30,000 00
Amount paid in, as by last report,	30,000 00
Total amount now paid in of capital stock,	30,000 00
Funded debt, as by last report,	680,000 00
Total amount now of funded debt,	680,000 00
Total amount now of funded and floating debt, ..	680,000 00
Average rate, per annum, of interest on funded debt,	<u>6 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$157,001 25	\$157,001 25
For bridges,	5,580 00	5,580 00
Superstructure, including iron,	47,633 92	47,633 92
Passenger and freight stations, buildings and fixtures,	133,018 78	133,018 78
Land, land damages and fences,	396,557 62	396,557 62
Engineering and agencies,	12,810 05	12,810 05
Total cost of road and equipment,	\$752,601 62	\$752,601 62

CHARACTERISTICS OF ROAD.

Length of road,	2.14 miles
Length of road laid,	2.14 "
Length of double track, including sidings,	2.14 "
Weight of rail, per yard, on main track,	65 pounds.
Length of main line of road from Troy and Green- bush R. R. to Hoosick street and Bridge,	2.14 miles

This company run no trains.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$628 70
Cost of iron used in repairs,	1,661 65
Repairs of buildings,	23,654 63
Taxes on real estate,	932 42
Total,	\$26,877 40

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$59 71
Agents and clerks,	250 00
Porters, watchmen and switch tenders,	8,843 38
Fuel, cost and labor of preparing for use,	540 00
General superintendence,	875 00
Total,	\$10,568 09

ACCIDENTS.

Killed,.....	2
Injured,.....	1
	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

On the 4th day of December, 1860, John Bailey, of Troy, a boy about 12 years old, not a passenger or employee, was run over and killed, in the tunnel in Sixth street, by the express train from New York at 12 M. At the same time and place his brother, James Bailey, of Troy, a boy, about 9 years old, was struck, and slightly injured. He has recovered. The boys had been warned to keep out of the tunnel, as all persons are, and the accident was the result of their own carelessness.

On the 3d day of August, 1861, between 1 and 2 o'clock P. M., the freight train of the New York Central ran over, in the tunnel, and killed James Haley, of Troy, aged about 40 years, not a passenger or employee, who carelessly entered the tunnel, neglecting the warning of danger.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JOHN L. THOMPSON,.....	TROY, N. Y.
JONAS C. HEARTT,	TROY, N. Y.
D. THOMAS VAIL,	TROY, N. Y.
GEORGE B. WARREN,	TROY, N. Y.
GEORGE H. CRAMER,.....	TROY, N. Y.
JOHN A. GRISWOLD,.....	TROY, N. Y.
DANIEL ROBINSON,.....	TROY, N. Y.
JARED S. WEED,	TROY, N. Y.
JOHN H. WILLARD,.....	TROY, N. Y.
ELIAS PLUM,	TROY, N. Y.
JOSEPH M. WARREN,	TROY, N. Y.
CORNELIUS L. TRACY,.....	TROY, N. Y.
GEORGE B. WARREN, JR., <i>Mayor of the City of Troy,</i> ..	TROY, N. Y.

ELIAS PLUM,..... PRESIDENT.

JAMES FORSYTH, TREASURER AND SECRETARY.

JARED S. WEED,..... ACTING SUPERINTENDENT.

Communications intended for this company should be addressed
No. 6 First street, Troy.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES FORSYTH.
JARED S. WEED.

(No. 60.)

UNION RAILROAD OF WESTCHESTER COUNTY.

OFFICE OF THE UNION RAILROAD COMPANY OF WESTCHESTER COUNTY, }
STATE OF NEW YORK, TREMONT, December 19th, 1861. }

GEORGE R. PERKINS, ESQ.,
Deputy State Engineer and Surveyor,

SIR: In reply to your circular letter (No. 5,) of the 6th inst., we regret to say that we have no report to make to your department.

Owing to a variety of untoward circumstances, we have made no progress beyond receiving subscriptions for a portion of the capital stock, which the subscribers prefer to withdraw and permit our articles of association to expire by default.

We are, sir, very respectfully,

Your obedient servant,

HENRY E. BAACK, *President.*

F. GROTE, *Treasurer.*

(Attest) JNO. MURPHY,
Secretary.

(No. 61.)

UTICA AND BLACK RIVER.

STATE OF NEW YORK, }
Oneida County, } ss:

John Thorn, President, and Chas. Millar, acting Superintendent of operations of the Utica and Black River Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) JOHN THORN, *President.*
 CHAS. MILLAR, *Superintendent.*

Subscribed and sworn to before me, }
 this 8th day of November, 1861, }

WM. J. BACON, *Just. Sup. Court.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$860,000 00
Amount of stock subscribed,.....	811,560 03
Total amount now paid in of capital stock,.....	811,560 03

The railroad, land, buildings, &c., of the late Black River and Utica Railroad Company, were sold on the 2d day of November, 1860, on the foreclosure of the mortgage to secure bondholders, and were purchased by the trustees of said bondholders for their account and benefit.

The rolling stock, machinery and tools of the late corporation were received by the present corporation in satisfaction of the amount reported, 1860, as paid for "balance of Ontario Bank claim and suit compromised."

On the 9th day of May, 1861, a new corporation was formed under the name of the Utica and Black River Railroad Company,

pursuant to an act of the legislature passed in 1860, with a capital stock of \$860,000; that being about the amount of the bonds issued and outstanding, and unpaid interest thereon, and for which the holders were to receive a like amount of stock. The holders, however, of \$48,345 in amount of said bonds and interest warrants, not uniting in said purchase, have been paid their pro rata share of the purchase price, in cash, from the earnings of the road.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry,	\$374,246 00
For bridges,	40,421 00
Superstructure, including iron,	234,165 00
Passenger and freight stations, buildings and fixtures,	12,544 00
Engine and car-houses, machine shops, machinery and fixtures,	3,487 00
Land, land damages and fences,	80,557 50
Locomotives and fixtures, and snow plows,	22,998 00
Passenger and baggage cars,	9,757 00
Freight and other cars,	22,998 00
Engineering and agencies,	59,238 00
Total cost of road and equipment,	<u>\$860,411 50</u>

We assume \$860,000 as the cost of the road and equipments, and have apportioned the amount under the several heads as above, in which is also included, under the head of land, land damages and fences, \$411.50, paid since the organization of the present company for land.

CHARACTERISTICS OF ROAD.

Length of road,	86.25 miles.
Length of road laid,	34.94 "
Length of double track, including sidings,	2.59 "
Weight of rail, per yard, on main track,	58 to 61 lbs.
Number of engine houses and shops,	2
Number of engines,	4

Number of first class passenger cars (rated as 8-wheel cars),	6
Number of baggage, mail and express cars (rated as 8-wheel cars),	2
Number of freight cars (rated as 8-wheel cars),...	37
Length of main line of road from Utica to Philadelphia,	86.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	} *33,318
Number of miles run by freight trains,	
Number of passengers (all classes) carried in cars,...	48,283
Number of miles traveled by passengers, or number of passengers carried one mile,	1,104,067
Number of tons, of 2,000 pounds, of freight carried in cars,	↓ 18,551
Total movement of freight, or number of tons carried one mile,	458,091
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Rate of speed of same, when in motion,	25
Average rate of speed adopted by express trains, including stops,	20
Rate of speed of same, when in motion,	25
Average rate of speed adopted by freight trains, including stops,	16
Rate of speed of same, when in motion,	20
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	47
Average weight, in tons, of freight and passenger trains, exclusive of freight,*	100

* Passenger and freight trains run in connection.

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	6,969
Of animals,	4,141
Of vegetable food,	1,612
Other agricultural products,	247
Manufactures,	1,633
Merchandise,	2,864
Other articles,	1,085
Total,	<u>18,551</u>

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	3 57 cents.
For first class way passengers,	4 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron,	\$10,296 61
Repairs of buildings,	455 21
Repairs of fences and gates,	193 83
Taxes on real estate,	1,194 06
Total,	<u>\$12,139 71</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$3,401 98
Repairs of passenger and baggage cars,	1,187 73
Repairs of freight cars,	1,326 04
Repairs of tools and machinery in shops,	636 46
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	1,059 91
Total,	<u>\$7,612 12</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$459 03
Agents and clerks,.....	3,859 31
Labor, loading and unloading freight	877 72
Porters, watchmen and switch tenders,.....	838 06
Conductors, baggage and brakemen,.....	1,141 12
Enginemen and firemen,.....	1,896 01
Fuel, cost and labor of preparing for use,	5,449 06
Oil and waste for engines and tenders, freight, passenger and baggage cars,.....	866 13
Loss and damage of goods and baggage,.....	13 21
Damage to property, including damages by fire and cattle killed on road,	27 30
General superintendence,	816 64
Contingencies, including services of trustees,....	2,459 44
Mail service,	153 72
 Total,	 \$18,856 75

EARNINGS AND CASH RECEIPTS AND PAYMENTS..

1st. *Earnings* :

From passengers,	\$33,070 75
From freight, extra baggage and use of cars,....	29,937 70
From other sources,	2,335 59
 Total,	 \$65,344 04

2d. *Receipts* :

From passengers,	\$33,070 75
From freight,	29,459 03
Old iron, lumber and rents,	237 16
Mail service,	1,312 50
American Express Co.,	348 43
 Total,	 \$64,457 87

3d. Payments, other than for construction :

For transportation expenses,.....	\$38,638 58
Paid to holders of bonds and coupons who did not unite in the purchase of the road, and for expense of foreclosure,.....	17,766 75
For gravel cars, and on account of masonry and embankment at trestle bridges, the accounts of which are not closed, the work not being com- pleted,.....	4,375 85
For land,	411 50
Total,	<u>\$61,192 68</u>

ACCIDENTS.

Killed, 1
=

1861.

March 27. Wm. Anderson, a passenger, attempted to get on the train, while in motion, leaving Holland Patent, southward, by taking hold of the iron railing of the rear platform of the forward passenger car, when he lost his hold, and fell between the cars; the wheels passed over his leg. It is believed, from the injury to, and hole in his head, that in the jerk which threw him back, his head struck the connecting pin. He was dead when taken up.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

JOHN THORN,.....	UTICA.
ROBERT L. KENNEDY,.....	NEW YORK.
JOSIAH W. BAKER,	NEW YORK.
JOHN BUTTERFIELD,.....	UTICA.
MARTIN HART,	UTICA.
JAMES SAYRE,	UTICA.
CHARLES MILLAR,	UTICA.
EDMUND A. GRAHAM,.....	UTICA.
ISAAC MAYNARD,.....	UTICA.
DAN. P. CADWELL,	UTICA.
RUSSELL WHEELER,	UTICA.
ABIJAH J. WILLIAMS,.....	UTICA.
THOMAS FOSTER,....	UTICA.

JOHN THORN,..... PRESIDENT.

ISAAC MAYNARD,..... TREASURER.

MARTIN HART, SECRETARY.

CHAS. MILLAR, SUPERINTENDENT.

Communications intended for this company should be addressed
Water street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be
prepared by the proper officers and agents of this company, from
the books and records, and have examined them as far as prac-
ticable, and believe them to be correct.

JOHN THORN, *President.*

CHAS. MILLAR, *Superintendent.*

(No. 62.)

VAN BRUNT STREET AND ERIE BASIN.

STATE OF NEW YORK, }
 York New City and County, } ss :

Robert Middleton, President, and Andrew Foster, Treasurer of the Van Brunt Street and Erie Basin Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) ROBERT MIDDLETON, *President.*
 ANDREW FOSTER, *Treasurer.*

Subscribed and sworn to before me, }
 this 10th day of December, 1861, }

JOHN BISSELL,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter,	\$50,000 00
Amount of stock subscribed,	4,700 00
Amount paid in, as by last report,	230 00
Total amount now paid in of capital stock,	<u>230 00</u>

COST OF ROAD AND EQUIPMENT.

There has been expended for engineering and agencies,	<u>\$198 00</u>
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CHARACTERISTICS OF ROAD.

Length of road,	<u>1 mile.</u>
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NAMES AND RESIDENCES OF OFFICERS.

ROBERT MIDDLETON, *President*,..... NEW YORK.ANDREW FOSTER, *Treasurer*, NEW YORK.

Communications intended for this company should be addressed
Andrew Foster, Treasurer, No. 76 Cedar street, New York.

The undersigned have caused foregoing statements to be
prepared by the proper officers and agents of this company,
from the books and records, and have examined them as far as
practicable, and believe them to be correct.

(Signed) ROBERT MIDDLETON, *President*.
 ANDREW FOSTER, *Treasurer*.

(No. 63.)

WARWICK VALLEY.

STATE OF NEW YORK, } ss:
 Orange County, }

Grinnell Burt, President of the Warwick Valley Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) GRINNELL BURT, *President.*

Subscribed and sworn to, before me, }
 this 28th day of November, 1861, }

WM. H. HOYT,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter,	\$150,000 00
Amount of stock subscribed,	100,450 00
Amount paid in, as by last report,	54,500 00
Total amount now paid in of capital stock,	96,000 00
Funded debt, as by last report,	4,500 00
Total amount now of funded debt,	45,500 00
Floating debt, as by last report,	14,500 00
The amount now of floating debt,	11,625 00
Total amount now of funded and floating debt, ..	57,125 00
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report,	By present Report.
For graduation and masonry,	\$25,345 04	\$58,656 00
For bridges,		2,380 00
Superstructure, including iron,	34,400 00	53,687 14
Passenger and freight stations, buildings and fixtures,		1,100 00
Land, land damages and fences,	23,000 00	23,550 00
Engineering and agencies,	1,550 00	2,375 00
Total cost of road and equipment,	\$84,295 04	\$141,748 14

CHARACTERISTICS OF ROAD.

Length of road,	10.33 miles.
Length of road laid,	5.33 "
Weight of rail, per yard, on main track,	50 pounds.
Length of main line of road from Warwick to New York and Erie Railroad at Chester,	10.33 miles.

NAMES AND RESIDENCES OF OFFICERS.

Directors.

GRINNELL BURT,	WARWICK, N. Y.
EZRA SANFORD,	WARWICK, N. Y.
JAMES BURT,	WARWICK, N. Y.
MILTON McEWIN,	WARWICK, N. Y.
JAMES C. HOUSTON,	WARWICK, N. Y.
JOHN L. WELLING,	WARWICK, N. Y.
GABRIEL WISNER,	WARWICK, N. Y.
SAMUEL C. WELLING,	WARWICK, N. Y.
JOHN RUTHERFORD,	VERNON, N. J.
THOMAS B. DEKAY,	VERNON, N. J.
JOHN H. BROWN,	FRANKLIN, N. J.
WM. L. F. WARREN,	NEWBURGH, N. Y.
ROBERT A. FORSYTH,	NEWBURGH, N. Y.

GRINNELL BURT,	PRESIDENT.
JOHN L. WELLING,	TREASURER.
WM. L. BENEDICT,	SECRETARY.
J. E. CROPSEY,	ENGINEER.

Communications intended for this company should be addressed
Warwick, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believe them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 64.)

WATERTOWN AND ROME.

STATE OF NEW YORK, }
 Jefferson County, } ss:

Wm. C. Pierrepont, President, and Addison Day, acting Superintendent of operations, of the Watertown and Rome Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report which has been signed by each of them at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) WM. C. PIERREPONT, *President.*
 ADDISON DAY.

Subscribed and sworn to before me, }
 this 29th day of November 1861, }

JOHN ALLEN, *Justice of the Peace.*

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$1,500,000 00
Amount of stock subscribed,.....	745,393 19
Amount paid in, as by last report,.....	1,499,000 00
Total amount now paid in of capital stock,....	1,499,000 00
Funded debt, as by last report,.....	772,000 00
Total amount now of funded debt,.....	730,000 00
Floating debt, as by last report,.....	66,111 69
The amount now of floating debt,.....	101,947 68
Total amount now of funded and floating debt,	831,947 68
Average rate, per annum, of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	By present Report.
For graduation and masonry,	\$774,625 05	\$774,625 05
For bridges,	42,150 00	42,150 00
Superstructure, including iron,	735,863 13	735,863 13
Passenger and freight stations, buildings and fixtures,	123,365 90	123,365 90
Engine and car-houses, machine shops, machinery and fixtures,	43,215 60	43,215 60
Land, land damages and fences,	177,918 33	177,883 33
Locomotives and fixtures, and snow plows, ..	130,036 65	130,036 65
Passenger and baggage cars,	32,132 01	32,132 01
Freight and other cars,	165,135 92	165,135 92
Engineering and agencies,	51,501 79	51,501 79
Total cost of road and equipment,	\$2,275,944 38	\$2,275,909 38

CHARACTERISTICS OF ROAD.

Length of road,	96.76 miles.
Length of road laid,	96.76 "
Length of double track, including sidings,	11 "
Weight of rail, per yard, on main track,	56 pounds.
Number of engine-houses and shops,	5
Number of engines,	16
Number of 1st class passenger cars (rated as 8-wheel cars),	11
Number of baggage, mail and express cars (rated as 8-wheel cars),	7
Number of freight cars (rated as 8-wheel cars), ..	275
Length of main line of road from Rome to Cape Vincent,	96.76 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	70,473
Number of miles run by freight trains,	145,960
Number of passengers (all classes) carried in cars, ..	116,013
Number of miles traveled by passengers, or number of passengers carried one mile,	3,995,329
Number of tons, of 2,000 pounds, of freight carried in cars,	106,605

Total movement of freight, or number of tons carried one mile,	6,315,859
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	21
Rate of speed of same, when in motion,	26
Average rate of speed adopted by freight trains, including stops,	11
Rate of speed of same, when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	*58
Average weight, in tons, of freight trains, exclusive of freight,	*137

The amount of freight, specifying the quantity in tons :

Of the products of the forest,	30,760
Of animals,	12,868
Of vegetable food,	34,216
Other agricultural products,	1,424
Manufactures,	7,171
Merchandise,	11,690
Other articles,	8,476
Total,	106,605

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers,	2 to 3 cents.
For first class way passengers,	3½ "
For emigrant through passengers,	2 "
For emigrant way passengers,	2 "

* Including weight of engine and tender.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron,.....	\$30,433 07	\$10,144 36	\$20,288 71
Cost of iron used in repairs,.....	14,333 37	4,777 79	9,555 58
Allotted to passenger transportation, } length in feet, .. 17,184 } weight in pounds,..... 320,776 }			
Allotted to freight transportation, } length in feet, 34,368 } weight in pounds,..... 641,553 }			
Repairs of buildings,.....	10,088 09	3,362 69	6,725 40
Repairs of fences and gates,.....	1,438 38	479 46	958 92
Taxes on real estate,.....	8,678 55	2,892 85	5,785 70
Totals,	\$64,971 46	\$21,657 15	\$43,314 31
REPAIRS OF MACHINERY.			
Repairs of engines and tenders,	\$16,073 51	\$5,357 83	\$10,715 68
Repairs of passenger and baggage cars,.....	4,037 74	4,037 74	
Repairs of freight cars,.....	7,643 26	.....	7,643 26
Repairs of tools and machinery in shops,	843 01	281 00	562 01
Incidental expenses, incl'g oil, fuel, clerks, watchmen, &c., about shops, *			
Totals,	\$28,597 52	\$9,676 57	\$18,920 95

* Included under other heads.

EXPENSES—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Office expenses, stationery, &c.,	\$1,999 92	\$666 64	\$1,333 28
Agents and clerks,	23,216 65	7,738 88	15,477 77
Labor, loading and unloading freight,	6,428 72	.....	6,428 72
Porters, watchmen and switch tenders,	5,550 92	1,850 30	3,700 62
Wood and water station attendance,	512 38	170 79	341 59
Conductors, baggage and brakemen,	8,725 13	2,908 37	5,816 76
Enginemen and firemen,	13,189 39	4,396 46	8,792 93
Fuel, cost and labor of preparing for use,	18,163 75	6,054 58	12,109 17
Oil and waste for engines and tenders,	1,397 81	465 93	931 88
Oil and waste for freight cars,	1,249 10	.....	1,249 10
Oil and waste for passenger and baggage cars,	624 55	624 55	.....
Loss and damage of goods and baggage,	998 90	332 96	665 94
Damage for injuries of persons,	33 10	33 10	.....
Damage to property, including damages by fire and cattle killed on road,	715 33	238 44	476 89
General superintendence,	2,500 00	833 33	1,666 67
Contingencies,	6,558 87	2,186 29	4,372 58
Totals,	\$91,864 52	\$28,500 62	\$63,363 90

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers,	\$128,897 07
From freight,	192,290 07
From other sources,	32,254 58
Total,	<u>\$353,441 72</u>

2d. Receipts:

From passengers,	\$128,897 07
From freight,	192,290 07
Mail, rents, &c.,	32,254 58
Total,	<u>\$353,441 72</u>

3d. Payments, other than for construction:

For transportation expenses,	\$188,769 48
For interest,	58,353 51
For dividends on stock — amount and rate per cent, 2.3 per cent each, January and July, 1861,	89,940 00
Total,	<u>\$337,062 99</u>

NAMES AND RESIDENCES OF OFFICERS.

Directors.

WM. C. PIERREPONT,.....	PIERREPONT MANOR.
PHILIP DATER,.....	NEW YORK.
SAUEL F. PHELPS,.....	NEW YORK.
JOHN P. YELVERTON,.....	NEW YORK.
MAR ELLUS MASSEY,.....	NEW YORK.
H. ALEXANDER, Jr.,.....	SPRINGFIELD, MASS.
HENRY GRAY,.....	SPRINGFIELD, MASS.
CALVERT COMSTOCK,	ALBANY.
DAVID UTLEY,.....	ROME.
S. D. HUNGERFORD,.....	ADAMS.
TALCOTT H. CAMP,.....	WATERTOWN.
WILLARD IVES,.....	WATERTOWN.
WILLIAM LORD,.....	BROWNVILLE.

WM. C. PIERREPONT,..... PRESIDENT.

R. E. HUNGERFORD,..... TREASURER AND SECRETARY.

ADDISON DAY,..... SUPERINTENDENT.

Communications intended for this company should be addressed Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) WM. C. PIERREPONT, *President.*

TABULATED RESULTS

COMPILED FROM THE PRECEDING REPORTS.

T A B L E A.
STOCK AND DEBTS OF RAILROAD COMPANIES.

NAME OF ROAD.	(32.) Length of road.	(1.) Amount of capital stock by charter & acts of legislature.	(2.) Amount of stock subscribed.	(3.) Amount paid in per last report.	(4.) Total amount now paid in.
Adirondac Estate and Railroad Company,	300	\$5,000,000 00	\$5,000,000 00	\$300,000 00	\$5,000,000 00
Albany and Susquehanna,	140	4,000,000 00	1,877,800 00	507,957 08	647,191 00
Albany and Vermont,	11.50	600,000 00	600,000 00	600,000 00	600,000 00
Albany and West Stockbridge,	38	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Avon, Genesee and Mount Morris,	15.50	200,000 00	194,000 00	193,000 00	193,000 00
Blossburgh and Corning,	14.83	250,000 00	250,000 00	250,000 00	250,000 00
Broadway Railroad of Brooklyn,	5.38	200,000 00	200,000 00	200,000 00	200,000 00
Brooklyn Central and Jamaica,	14.50	500,000 00	492,050 00	448,750 00	492,050 00
Brooklyn City,	30.21	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Buffalo and Allegany Valley,	30	300,000 00	135,000 00	16,000 00	16,000 00
Buffalo, New York and Erie,	142	1,500,000 00	850,000 00	680,000 00	850,000 00
Buffalo and State Line,	68.34	1,300,000 00	1,300,000 00	1,950,950 00	1,960,600 00
Cayuga and Susquehanna,	34.61	1,500,000 00	687,000 00	687,000 00	1,343,500 00
Central Park, North and East River, .....	.....	1,250,000 00	371,500 00	3,120 00	344,920 00
Chemung,	17.36	380,000 00	380,000 00	380,000 00	380,000 00
Coney Island and Brooklyn, .....	.....	500,000 00	39,500 00	.....	31,078 00
East and North River,	6	100,000 00	6,500 00	.....	650 00
Eighth Avenue,	10	800,000 00	800,000 00	800,000 00	800,000 00
Elmira, Jefferson and Canandaigua, ..	46.84	500,000 00	500,000 00	500,000 00	500,000 00
Elmira and Williamsport,	78	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Erie and New York City,	25	750,000 00	472,359 31	352,043 40	464,954 31
Hudson and Boston,	17.33	175,000 00	175,000 00	175,000 00	175,000 00
Hudson River,	144	4,000,000 00	3,770,926 59	3,758,466 59	3,758,466 59
Lake Ontario, Auburn and New York,	73.84	1,500,000 00	105,500 00	77,855 86	77,855 86
Long Island,	94	3,000,000 00	2,900,000 00	1,852,715 79	1,852,715 79
New York Central,	555.88	24,000,000 00	24,000,000 00	24,000,000 00	24,000,000 00
New York and Erie,	446	11,000,000 00	11,000,000 00	11,000,000 00	11,000,000 00
New York and Flushing,	8	120,000 00	120,000 00	120,000 00	120,000 00

New York and Harlem,	130.75	8,000,000 00	5,717,100 00	5,717,100 00	5,717,100 00
New York and New Haven,	62.25	3,000,000 00	3,000,000 00	2,980,839 33	2,980,839 33
Niagara Bridge and Canandaigua,	99	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ninth Avenue,	*13	800,000 00	795,200 00	795,360 00	795,360 00
Northern,	118	*4,571,900 00	*4,571,900 00	*4,571,900 00	*4,571,900 00
Oswego and Syracuse,	35.91	350,000 00	350,000 00	396,340 00	396,340 00
Port Morris and Westchester,	11	250,000 00	12,000 00	.....	1,200 00
Potsdam and Watertown,	75.36	2,000,000 00	792,900 00	665,419 00	665,419 00
Rensselaer and Saratoga,	25.22	610,000 00	610,000 00	610,000 00	610,000 00
Rochester and Genesee Valley,	1049.75	800,000 00	977,500 00	557,560 00	557,560 00
Sacketts Harbor, Rome and New York,	18	100,000 00	86,900 00	10,304 64	30,889 57
Saratoga and Schenectady,	21	300,000 00	300,000 00	300,000 00	300,000 00
Saratoga and Whitehall,	40.86	500,000 00	500,000 00	500,000 00	500,000 00
Second Avenue,	8	800,000 00	650,000 00	650,000 00	650,000 00
Sixth Avenue,	4	750,000 00	750,000 00	750,000 00	750,000 00
Sodus Point and Southern,	35	350,000 00	78,280 00	31,585 76	31,585 76
Staten Island,	13	300,000 00	139,300 00	62,731 25	63,102 05
Syracuse, Binghamton and New York,	81	1,201,300 00	1,201,300 00	1,200,130 00	1,200,130 00
Tenth Avenue and Grand Street Ferry,	8	600,000 00	14,200 00	1,420 00	1,420 00
Third Avenue,	5	1,170,000 00	1,170,000 00	1,170,000 00	1,170,000 00
Third Avenue and Fordham,	5	150,000 00	9,750 00	.....	975 00
Troy and Bennington,	5.38	80,000 00	75,800 00	75,350 00	75,350 00
Troy and Boston,	34.91	1,000,000 00	654,670 00	605,911 22	606,911 22
Troy and Greenbush,	6	275,000 00	275,000 00	274,400 00	274,400 00
Troy Union,	2.14	30,000 00	30,000 00	30,000 00	30,000 00
Utica and Black River,	*86.25	860,000 00	811,560 03	.....	811,560 03
Van Brunt Street and Erie Basin,	1	50,000 00	4,700 00	230 00	230 00
Warwick Valley,	10.33	150,000 00	100,450 00	54,500 00	96,000 00
Watertown and Rome,	96.76	1,500,000 00	745,393 19	1,499,000 00	1,499,000 00
	3,471.99	\$97,973,200 00	\$84,655,039 12	\$76,362,939 92	\$82,445,253 51

¹ Increased by chap. 384, Laws of 1859; originally \$1,400,000. ² The length of road was originally 32.96 miles; this is the only part of the line now operated. ³ The Albany, Vermont and Canada Railroad was sold under foreclosure of the first mortgage bonds, and purchased by the bondholders, this sum represents the sum secured by the mortgage bonds. ⁴ Capital stock reduced one half in 1860, by legislative authority. ⁵ The length of road laid and in operation, as reported in 1860, 5.60 miles. ⁶ Only 8 miles of road in this State. ⁷ These amounts are taken from the report of 1860. ⁸ The length of road laid and in operation, as reported in 1860, 4.60 miles. ⁹ This is the amount of the second mortgage bonds, \$3,077,000, and the unpaid first mortgage bonds, \$1,494,900. ¹⁰ The length of road laid and in operation is 18.46 miles. ¹¹ The length of road laid and in operation is 34.94 miles.

TABLE A. — (CONTINUED.)

NAME OF ROAD.	(5.) Funded debt, as by last Report.	(6.) Total amount now of funded debt.	(7.) Floating debt, as by last Report.	(8.) Total amount now of floating debt.	(9.) Total amount now of funded and floating debt.	(10.) Ave rate of int. on funded debt.
Adirondac Estate and R. R. Co., .....	.....	.....	.....	\$16,489 65	\$16,489 65	
Albany and Susquehanna, .....	.....	.....	\$46,189 46	17,239 55	17,239 55	
Albany and Vermont, .....	.....	.....	.....	.....	.....
Albany and West Stockbridge,	\$1,389,559 22	\$1,388,359 22	.....	2,223 71	1,388,359 22	6 per ct.
Avon, Genesee and Mount Morris, .....	.....	.....	3,471 13	.....	2,223 71	
Blossburgh and Corning,	220,000 00	220,000 00	.....	.....	220,000 00	6.52
Broadway Railroad of Brooklyn,	14,000 00	35,359 86	3,800 00	521 45	36,481 31	7
Brooklyn Central and Jamaica,	85,000 00	161,480 04	42,102 22	96,690 86	258,170 90	7
Brooklyn City, .....	.....	174,000 00	130,000 00	30,000 00	204,000 00	7
Buffalo and Allegany Valley, .....	.....	.....	.....	.....	.....
Buffalo, New York and Erie,	2,413,516 22	2,412,533 72	201,681 90	212,071 63	2,624,605 85	7
Buffalo and State Line,	1,049,000 00	1,049,000 00	27,945 71	.....	1,049,000 00	7
Cayuga and Susquehanna,	300,000 00	300,000 00	75,550 00	41,600 00	341,600 00	7
Central Park, North and East River, ..	.....	600 00	.....	2,027 72	2,627 72	7
Chemung, .....	.....	.....	.....	.....	.....
Coney Island and Brooklyn, .....	.....	7,000 000	.....	.....	7,000 00	7
East and North River, .....	.....	.....	.....	.....	.....
Eighth Avenue, .....	.....	.....	.....	30,000 00	30,000 00	
Elmira, Jefferson and Canandaigua, ..	.....	.....	.....	.....	.....
Elmira and Williamsport,	1,000,000 00	1,000,000 00	95,000 00	72,840 37	1,072,840 37	7
Erie and New York City, .....	.....	.....	38,995 75	7,304 12	7,304 12	7
Hudson and Boston, .....	.....	.....	.....	.....	.....
Hudson River,	\$9,333,750 00	\$9,363,750 00	182,106 10	773,411 27	\$10,137,161 27	6.9
Lake Ontario, Auburn and New York, ..	.....	.....	.....	.....	.....
Long Island,	755,997 67	777,997 67	12,282 80	2,660 70	780,678 37	6.2
New York Central,	14,332,623 06	14,613,005 50	.....	.....	14,613,005 50	6.35
New York and Erie,	\$25,260,000 00	\$26,351,000 00	\$353,703 33	\$2,725,620 43	\$29,076,620 43	7

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New York and Flushing,	135,000 00	135,000 00	6,000 00	6,000 00	141,000 00	7
New York and Harlem,	46,056,752 56	46,000,737 76	43,788 53	46,044,526 29	7
New York and New Haven,	2,104,000 00	1,890,000 00	19,888 85	22,638 98	1,912,638 98	6.2
Niagara Bridge and Canandaigua.	.....	.....	.....	.....	.....	.....
Ninth Avenue, .....	.....	21,000 00	.....	.....	21,000 00	7
Northern,	1,494,900 00	1,494,900 00	.....	.....	1,494,900 00	7
Oswego and Syracuse,	213,500 00	213,500 00	4,875 00	4,875 00	218,375 00	7
Port Morris and Westchester.	.....	.....	.....	.....	.....	.....
Potdam and Watertown,	1,000,000 00	1,000,000 00	192,748 13	192,748 13	1,192,748 13	7
Rensselaer and Saratoga,	140,000 00	249,750 00	.....	.....	249,750 00	6.63
Rochester and Genesee Valley,	150,000 00	150,000 00	19,980 14	13,480 14	163,480 14	7
Sackett Harbor, Rome and New York, .....	.....	.....	61,213 46	57,262 60	57,262 60	7
Saratoga and Schenectady,	83,000 00	73,000 00	.....	.....	73,000 00	7
Saratoga and Whitehall,	376,000 00	376,000 00	3,375 91	15,398 36	391,398 36	7
Second Avenue,	350,000 00	350,000 00	74,500 00	121,600 00	471,600 00	7
Sixth Avenue, .....	.....	25,000 00	.....	.....	25,000 00	7
Sodus Point and Southern, .....	.....	.....	1,850 00	1,850 00	1,850 00	7
Staten Island,	162,087 00	193,687 00	63,374 13	70,919 16	264,606 16	7
Syracuse, Binghamton and New York,	1,643,153 25	1,643,153 25	121,065 62	113,739 02	1,756,892 27	7
Tenth Avenue and Grand Street Ferry.	.....	.....	.....	.....	.....	7
Third Avenue,	345,000 00	345,000 00	.....	.....	345,000 00	7
Third Avenue and Fordham.	.....	.....	.....	.....	.....	.....
Troy and Bennington,	172,100 00	172,100 00	3,215 00	2,340 00	174,440 00	6.5
Troy and Boston,	806,500 00	808,500 00	247,476 11	271,096 85	1,079,596 85	7
Troy and Greenbush.	.....	.....	.....	.....	.....	.....
Troy Union,	680,000 00	680,000 00	.....	.....	680,000 00	6
Utica and Black River.	.....	.....	.....	.....	.....	.....
Van Brunt Street and Erie Basin.	4,500 00	45,500 00	14,500 00	11,625 00	57,125 00	7
Warwick Valley,	772,000 00	730,000 00	66,111 69	101,947 68	831,947 68	7
Watertown and Rome, .....	.....	.....	.....	.....	.....	.....
	\$72,817,838 98	\$74,476,514 02	\$2,112,152 44	\$5,082,030 91	\$79,533,544 93	

¹ The amount of debts not reported. ² This amount includes \$22,750 for mortgage on real estate in the city of New York. ³ These amounts are taken from the report of 1900. ⁴ This amount includes \$918,573.36 for mortgages on real estate, and \$140,000 of outstanding Albany extension certificates. ⁵ This amount includes \$18,572.35 for mortgages on real estate, and \$240,000 of outstanding Albany extension certificates. ⁶ This road is owned by the holders of the second mortgage bonds, and this is the amount due on the first mortgage bonds.

TABLE B.
COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	GRADUATION AND MASONRY.		BRIDGES.		SUPERSTRUCTURE, INCLUDING IRON.	
	(11.) 1860.	(12.) 1861.	(13.) 1860.	(14.) 1861.	(15.) 1860.	(16.) 1861.
Adirondac Estate and R. R. Co.						
Albany and Susquehanna,.....	\$238,203 32	\$323,259 13	\$4,358 15	\$8,005 45	.....	\$8,175 46
Albany and Vermont,.....						
Albany and West Stockbridge,.....	1,005,910 96	1,005,910 96			\$647,043 72	647,043 72
Avon, Genesee and Mt. Morris,.....	125,000 00	125,000 00	5,000 00	5,000 00	50,000 00	50,000 00
Blossburgh and Corning,.....	495,000 00	495,000 00				
Broadway R. R. of Brooklyn,.....	.....	.....	.....	.....	155,266 26	164,249 93
Brooklyn Central and Jamaica,.....	.....	.....	.....	.....	546,372 83	562,458 08
Brooklyn City,.....	.....	.....	3,107 02	3,107 02	669,987 13	740,281 15
Buffalo and Allegany Valley,.....	16,300 00	16,300 00				
Buffalo, New York and Erie,.....	920,148 80	920,148 80	55,448 94	55,448 94	722,797 86	722,797 86
Cent. Park, North & East Riv.,.....	220,000 00	220,000 00	17,500 00	17,500 00	143,000 00	143,000 00
Chemung,.....	553,208 87	596,471 37				
Eighth Avenue,.....						
Elmira and Williamsport,.....	90,000 00	90,000 00	10,000 00	10,000 00	52,000 00	52,000 00
Hudson and Boston,.....	5,416,827 43	5,446,822 72	264,240 13	266,553 55	2,308,341 78	2,314,471 99
Lake Ont., Auburn and N. Y.,.....	47,140 85	47,140 85				
Long Island,.....	687,696 78	756,652 11	17,295 49	41,623 00	1,208,853 35	1,300,103 35
New York Central,.....	6,777,106 60	6,777,106 60	808,067 91	808,067 91	10,340,641 17	10,378,799 01
New York and Erie,.....	13,867,359 77	13,958,654 34	6,685,586 82	6,721,594 09

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New York and Harlem,.....	9,371,982 54	9,385,739 50	262,485 92	262,885 92	1,152,900 97	1,154,900 97
New York and New Haven,.....	1,790,390 35	1,790,390 35	1,790,390 35	1,790,390 35	1,126,356 26	1,126,356 26
Ninth Avenue,	434,000 00	434,000 00	434,000 00	434,000 00	281,500 17	282,388 81
Northern,	1,862,822 87	1,862,822 87	1,862,822 87	1,862,822 87	22,718 03	812,107 79
Oswego and Syracuse,.....	252,663 25	252,663 25	252,663 25	252,663 25	29,769 00	249,041 83
Potdam and Watertown,.....	533,555 00	533,555 00	533,555 00	533,555 00	24,934 84	219,940 74
Rensselaer and Saratoga,.....	110,088 50	110,088 50	110,088 50	110,088 50	24,934 84	219,940 74
Rochester and Genesee Valley,.....	187,487 34	187,487 34	187,487 34	187,487 34	24,934 84	219,940 74
Sackett's Har., Rome & N. Y.,.....	.....	.....	.....	.....	.....	.....
Saratoga and Schenectady,.....	371,885 89	371,885 89	371,885 89	371,885 89	261,149 00	261,149 00
Saratoga and Whitehall,.....	886,620 39	887,197 35	887,197 35	887,197 35	.....	.....
Second Avenue,	596,426 00	606,189 37	606,189 37	606,189 37	.....	.....
Sixth Avenue,	21,351 51	23,351 51	23,351 51	23,351 51	.....	.....
Sodus Point and Southern,.....	186,928 16	198,542 70	198,542 70	198,542 70	.....	.....
Staten Island,	2,825,035 27	2,826,113 44	2,826,113 44	2,826,113 44	5,113 05	5,113 05
Syracuse, Binghamton and N. Y.,.....	1,277,825 37	1,277,825 37	1,277,825 37	1,277,825 37	.....	.....
Troy and Bennington,.....	129,057 43	129,057 43	129,057 43	129,057 43	35,196 00	35,196 00
Troy and Boston,.....	764,914 74	764,914 74	764,914 74	764,914 74	261,703 32	261,703 32
Troy and Greenbush,.....	89,221 37	89,221 37	89,221 37	89,221 37	55,836 02	55,836 02
Troy Union,	157,001 25	157,001 25	157,001 25	157,001 25	47,633 92	47,633 92
Utica and Black River,.....	.....	374,246 00	374,246 00	374,246 00	.....	234,165 00
Warwick Valley,.....	25,345 04	58,656 00	58,656 00	58,656 00	34,400 00	53,687 14
Watertown and Rome,.....	774,625 05	774,625 05	774,625 05	774,625 05	735,863 13	735,863 13
	\$53,109,130 70	\$54,303,701 92	\$2,115,392 12	\$2,192,671 18	\$28,808,217 17	\$29,407,057 62

1 Included in graduation and masonry.

2 This is the gross sum paid for the road.

3 This includes the amount paid for the Brooklyn and Jamaica Railroad.

4 This includes \$51,000,000 for cost of road from Dover Plains to Chatham.

5 This is the amount paid for the road, deducting \$328,445.36 for real estate.

6 This includes the gross sum paid for the road in 1866, and the cost of the Union Railroad in 1868.

7 This includes the cost of extending the road to Yorkville.

TABLE B.—(CONTINUED.)

NAME OF ROAD.	Passenger and Freight Stations, Buildings and Fixtures.		Engine and Car-houses, Machine-shops Machinery and Fixtures.		Land, Land Damages and Fences.	
	(17.) 1860.	(18.) 1861.	(19.) 1860.	(20.) 1861.	(21.) 1860.	(22.) 1861.
Adirondac Estate and R. R. Co.,...	.....	.....	.....	.....	\$270,000 00	\$270,000 00
Albany and Susquehanna, .....	.....	.....	.....	.....	134,696 19	165,973 11
Albany and Vermont.	.....	.....	.....	.....	.....	.....
Albany and West Stockbridge,....	\$252,006 22	\$252,006 22	\$42,976 68	\$42,976 68	207,477 99	206,277 99
Avon, Genesee and Mt. Morris, ...	1,000 00	1,166 80	.....	.....	15,000 00	15,000 00
Blossburgh and Corning, .....	.....	.....	.....	.....	941 50	941 50
Broadway R. R. of Brooklyn.	.....	.....	374 78	374 78	.....	.....
Brooklyn Central and Jamaica. .	.....	.....	.....	.....	.....	.....
Brooklyn City, .....	.....	.....	247,001 06	260,037 07	80 00	80 00
Buffalo and Allegany Valley.	.....	.....	.....	.....	.....	.....
Buffalo, New York and Erie.	95,885 92	95,885 92	75,233 81	75,233 81	351,273 41	* 351,853 41
Buffalo and State Line, .....	.....	.....	.....	.....	.....	.....
Central Park, North and East River.	3,000 00	3,000 00	1,500 00	1,500 00	15,000 00	15,000 00
Chemung,	241,601 88	256,593 02	.....	.....	.....	.....
Eighth Avenue, .....	.....	.....	.....	.....	.....	.....
Elmira and Williamsport.	5,000 00	5,000 00	5,000 00	5,000 00	13,000 00	13,000 00
Hudson and Boston,	1,017,163 77	1,061,842 91	.....	.....	903,260 87	911,224 41
Hudson River, .....	.....	.....	.....	.....	17,411 08	17,411 08
Lake Ontario, Auburn and N. York,	15,806 84	41,087 84	48,728 53	53,728 53	134,527 68	261,695 54
Long Island,	1,176,520 78	1,216,520 78	845,113 30	996,122 12	4,089,117 11	4,278,061 98
New York Central,	469,048 04	510,640 58	889,877 18	906,980 36	1,237,460 30	1,247,487 63
New York and Erie, .....	.....	.....	.....	.....	.....	.....
New York and Harlem,	250,930 50	248,695 13	112,400 03	112,400 03	* 434,711 99	* 434,711 99
New York and New Haven, .....	.....	.....	.....	.....	.....	.....

Ninth Avenue,.....	373,232 56	389,348 06	130,781 88	130,781 88	141,010 47	141,010 47
Northern,.....	330,430 79	330,430 79	13,267 25	14,749 30	85,480 37	85,480 37
Owego and Syracuse,.....	8,469 46	8,939 47	8,197 11	8,197 11	70,452 82	70,452 82
Potsdam and Watertown,.....	29,914 89	29,914 89	38,453 73	30,980 24	54,166 11	54,166 11
Rensselaer and Saratoga,.....	38,453 73	38,453 73	7,278 02	7,278 02	154,076 31	155,524 31
Rochester and Genesee Valley,.....	9,365 82	9,365 82	.....	.....	.....	.....
Sackett's Harbor, Rome and N. Y.,.....	.....	.....	.....	.....	.....	.....
Saratoga and Schenectady,.....	29,658 32	29,658 32	18,985 48	18,985 48	76,148 20	80,253 39
Saratoga and Whitehall,.....	28,168 61	28,236 96	.....	.....	42,742 76	49,774 47
Second Avenue,.....	193,965 84	236,802 31	.....	.....	.....	.....
Sixth Avenue,.....	.....	.....	.....	.....	.....	.....
Sodus Point and Southern,.....	.....	.....	.....	.....	.....	.....
Staten Island,.....	728 09	2,410 55	.....	.....	5,383 62	5,383 62
Syracuse, Binghamton and N. York,.....	2,735 98	5,348 66	.....	.....	43,735 87	45,816 26
Third Avenue,.....	243,026 81	227,952 65	3,628 16	3,628 16	13,737 52	15,143 52
Troy and Bennington,.....	1,322 00	1,322 00	.....	.....	.....	.....
Troy and Boston,.....	3,115 00	3,115 00	15,991 34	15,991 34	37,168 70	37,168 70
Troy and Greenbush,.....	16,858 43	16,858 43	9,926 89	9,926 89	162,501 28	167,751 28
Troy Union,.....	133,018 78	133,018 78	.....	.....	65,286 37	65,286 37
Utica and Black River,.....	.....	12,544 00	.....	.....	396,557 62	396,557 62
Warwick Valley,.....	.....	1,100 00	.....	.....	.....	80,557 50
Watertown and Rome,.....	123,365 90	123,365 90	43,215 60	43,215 60	23,000 00	23,550 00
					177,918 33	177,883 33
	\$5,093,794 96	\$5,320,625 52	\$2,548,845 73	\$2,741,814 40	\$9,367,016 72	\$9,840,498 78

¹ Included in preceding.

² This includes \$65,505.66 for real estate in New York and New Haven.

³ Included in graduation and masonry.

TABLE B.—(CONTINUED.)

NAME OF ROAD.	Locomotives, and Fixtures, and Snow Flows.		Passenger and Baggage Cars.		Freight and other Cars.	
	(23.) 1860.	(24.) 1861.	(25.) 1860.	(26.) 1861.	(27.) 1860.	(28.) 1861.
Adirondac Estate and R. R. Co.						
Albany and Susquehanna.						
Albany and Vermont.						
Albany and West Stockbridge, ..	1	1	1	1	1	1
Arvon, Genesee and Mt. Morris, ..	.....	\$3,000 00	.....	\$2,250 00	\$4,000 00	\$4,000 00
Blossburgh and Corning.	.....	.....	.....	.....	.....	.....
Broadway R. R. of Brooklyn, ..	.....	.....	.....	.....	.....	.....
Brooklyn Central and Jamaica, ..	.....	.....	.....	.....	.....	.....
Brooklyn City,	\$21,359 52	48,681 92	\$67,567 43	270,138 71	18,887 34	58,015 61
Buffalo and Allegany Valley.	\$161,075 61	158,415 61	174,793 99	178,781 49	.....	.....
Buffalo, New York and Erie.	.....	.....	.....	.....	.....	.....
Central and State Line,	241,305 43	241,305 43	60,441 95	60,691 95	219,379 12	219,379 12
Central Park, North & East River.	.....	.....	.....	.....	.....	.....
Chemung.	.....	.....	.....	.....	.....	.....
Eighth Avenue, .....	.....	.....	64,237 50	64,237 50	.....	.....
Elmira and Williamsport.	.....	.....	.....	.....	.....	.....
Hudson and Boston,	1	1	1	1	1	1
Hudson River,	536,103 12	583,330 17	265,323 53	284,202 73	380,946 05	472,912 65
Lake Ontario, Auburn and N. Y.	.....	.....	.....	.....	.....	.....
Long Island,	161,357 84	161,357 84	193,253 93	193,253 93	.....	.....
New York Central,	2,351,466 12	2,351,466 12	851,127 81	851,127 81	2,054,483 34	2,054,483 34
New York and Erie,	2,231,162 09	2,247,662 09	373,495 27	376,115 65	1,742,290 63	1,742,290 63
New York and Harlem,	\$358,917 65	\$358,917 65	291,886 50	291,886 50	.....	.....

New York and New Haven,.....	234,067 36	269,315 92	173,953 21	173,953 21	186,515 00	186,515 00
Ninth Avenue,.....	.....	.....	24,600 00	24,600 00	.....	.....
Northern,.....	235,113 92	235,113 92	38,368 15	38,853 46	444,944 99	451,355 21
Oswego and Syracuse,.....	63,139 33	63,139 33	16,411 78	19,459 84	30,248 20	30,757 82
Potdam and Watertown,.....	37,222 00	37,222 00	6,173 49	6,173 49	28,122 25	28,122 25
Rensselaer and Saratoga,.....	58,626 11	58,626 11	38,009 83	38,009 83	60,412 46	60,412 46
Rochester and Genesee Valley,.....	.....	.....	.....	.....	1,776 00	1,776 00
Sackett Harbor, Rome and N. Y.,.....	.....	4,000 00	1,050 00	1,322 25	.....	6,240 00
Saratoga and Schenectady,.....	.....	.....	.....	.....	.....	.....
Saratoga and Whitehall,.....	44,994 98	41,412 98	10,044 75	10,044 75	26,127 03	26,127 03
Second Avenue,.....	*67,190 50	*70,016 10	56,815 00	58,015 00	.....	.....
Sixth Avenue,.....	*109,486 93	*116,051 88	74,082 05	74,082 05	.....	.....
Sodus Point and Southern,.....	.....	.....	.....	.....	.....	.....
Staten Island,.....	17,804 37	17,804 37	18,639 22	18,639 22	.....	.....
Syracuse, Binghamton and N. Y.,.....	372 79	372 79	1,150 00	1,250 00	753 66	1,031 15
Third Avenue,.....	*48,668 72	*45,668 72	47,150 45	51,036 60	.....	.....
Troy and Bennington,.....	.....	.....	.....	.....	.....	.....
Troy and Boston,.....	66,500 00	79,500 00	24,500 00	29,000 00	77,437 58	90,437 58
Troy and Greenbush,.....	36,073 46	36,073 46	.....	.....	.....	.....
Troy Union,.....	.....	.....	.....	9,757 00	.....	22,998 00
Utica and Black River,.....	.....	22,998 00	.....	.....	.....	.....
Warwick Valley,.....	.....	.....	.....	.....	.....	.....
Watertown and Rome,.....	130,036 65	130,036 65	32,132 01	32,132 01	165,135 92	165,135 92
	\$7,212,034 50	\$7,381,489 06	\$2,924,095 19	\$3,017,030 59	\$5,422,572 23	\$5,563,974 16

* Owned by the lessees of the road.

* This includes the amount reported for horses, harness, &c.

* This is the amount reported for horses, harness, &c.

* Included in preceding.

T A B L E B. — (CONTINUED.)

NAME OF ROAD	ENGINEERING AND AGENCIES.			TOTAL.	
	(29.) 1860.	(30.) 1861.	(31.) 1860.	(31.) 1861.	
Adirondac Estate and Railroad Company,	.....	\$13,593 62	\$270,000 00	\$283,593 62	
Albany and Susquehanna,	\$170,963 69	193,264 59	548,221 35	698,877 74	
Albany and Vermont, .....	.....	.....	600,000 00	600,000 00	
Albany and West Stockbridge,	234,143 65	234,143 65	2,389,559 22	2,388,359 22	
Avon, Genesee and Mount Morris, .....	.....	.....	200,000 00	205,416 80	
Blossburgh and Corning,	345 00	345 00	496,661 28	496,661 28	
Broadway Railroad of Brooklyn, .....	.....	160 00	222,833 69	234,548 64	
Brooklyn Central and Jamaica, .....	.....	.....	586,619 69	736,155 61	
Brooklyn City, .....	.....	.....	1,262,225 86	1,348,626 97	
Buffalo and Allegany Valley,	6,181 05	7,924 63	21,300 00	21,300 00	
Buffalo, New York and Erie,	5,000 00	5,000 00	3,163,765 95	3,165,146 96	
Buffalo and State Line, .....	.....	.....	2,788,884 06	2,789,214 06	
Central Park, North and East River,	46,468 82	46,468 82	.....	342,145 00	
Chemung, .....	.....	1,845 00	.....	400,000 00	
Eighth Avenue, .....	.....	.....	.....	859,048 25	
Elmira and Williamsport, .....	.....	.....	.....	2,136,036 88	
Hudson and Boston, .....	.....	.....	175,000 00	175,000 00	
Hudson River,	708,238 82	708,238 82	11,800,445 50	12,049,599 95	
Lake Ontario, Auburn and New York, ..	10,302 42	10,302 42	74,854 35	74,854 35	
Long Island,	98,749 63	111,447 27	2,566,270 07	2,920,949 41	
New York Central,	\$1,812,450 48	\$1,812,450 48	31,106,094 62	31,524,238 15	
New York and Erie,	\$8,077,891 87	\$8,085,476 54	35,574,171 97	35,786,901 91	
New York and Harlem,	\$10,022,786 69	\$10,036,543 65	
New York and New Haven,	\$785,938 98	\$785,938 98	5,384,284 31	5,419,507 50	

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Ninth Avenue,	831,832 56	872,948 06
Northern,	285,726 27	285,726 27	4,809,855 84	4,816,751 37
Oswego and Syracuse,	20,618 46	20,618 46	.....	791,001 72	800,914 68
Potsdam and Watertown,	44,512 07	44,512 07	.....	1,600,026 42	1,600,026 42
Rensselaer and Saratoga,	19,090 75	19,090 75	.....	912,172 41	920,028 02
Rochester and Genesee Valley,	49,718 67	49,718 67	.....	654,021 79	656,025 74
Sacketts Harbor, Rome and New York, .....	.....	.....	.....	1,050 00	76,562 25
Saratoga and Schenectady, .....	.....	.....	.....	480,684 15	480,684 15
Saratoga and Whitehall,	48,362 22	48,362 22	.....	901,684 42	902,207 61
Second Avenue, .....	.....	.....	.....	1,081,537 26	1,093,239 88
Sixth Avenue, .....	.....	.....	.....	973,960 82	1,033,125 61
Sodus Point and Southern,	8,563 00	8,563 00	.....	35,298 13	37,598 13
Staten Island,	19,756 79	20,149 54	.....	287,832 50	303,602 64
Syracuse, Binghamton and New York,	1,431 80	1,473 60	.....	2,854,212 46	2,860,367 60
Third Avenue, .....	.....	.....	.....	1,616,671 35	1,601,844 10
Troy and Bennington,	23,959 96	24,003 08	.....	253,924 23	253,967 35
Troy and Boston,	129,274 46	129,274 46	.....	1,534,763 62	1,570,513 62
Troy and Greenbush,	21,705 82	21,705 82	.....	294,908 36	294,908 36
Troy Union,	12,810 05	12,810 05	.....	752,601 62	752,601 62
Utica and Black River, .....	.....	59,238 00	.....	.....	860,411 50
Warwick Valley,	1,550 00	2,375 00	.....	84,295 04	141,748 14
Watertown and Rome,	51,501 79	51,501 79	.....	2,275,944 38	2,275,909 38
	\$12,695,256 52	\$12,816,022 60	\$135,676,842 82		\$138,966,753 82
Excluding city roads, .....	.....	.....	.....	.....	\$130,786,818 06

¹ The A. V. and C. E. R. was sold under foreclosure of the first mortgage bonds, and this is the amount secured by said bonds.

² This includes \$1,206,921 56, the sum of the construction account of the R. and L. O., the R. and N. F. and the Lewiston Railroads.

³ This includes a large sum for contingencies, interests in steamboats, &c., interest paid on bonds, discount, &c.

⁴ This includes \$2,000,000, for cost of road from Dover Plains to Chatham.

⁵ This includes the amount paid for salaries, interest and contingent expenses during construction, and equipment for canal road.

TABLE C.—CHARACTERISTICS OF ROAD.

NAME OF ROAD.	(32.) Length of road, in miles.	(33.) Length of road laid, in miles.	(34.) Length of dou- ble track, in- cluding sidings, in miles.	(35.) Length of bran- ches owned by the company laid, in miles.	(36.) Length of dou- ble track on same, in miles.	(37.) Weight per yd of rail on main track, in lbs.	(38.)					
							Number of en- gine houses & shops.	Number of en- gines.	Number of pas- senger cars, 1st class.	No. of pass. cars, 2d class, and emigrant.	Number of bag- gage, mail and express cars.	Number of tr'ht cars.
Adirondac Estate and Railroad Co., ¹	300											
Albany and Susquehanna, ¹	140											
Albany and Vermont,	111.50	11.50	44				3	1	2	...	1	6
Albany and West Stockbridge,	38	38					2					
Avon, Genesee and Mt. Morris, ...	15.50	15.50	.50			58	1	1				
Blossburgh and Corning, ...	14.83	14.83	1.62			58	2					
Broadway Railroad of Brooklyn, ...	5.38	5.38	5.38			45	2		28	43		12
Brooklyn Central and Jamaica, ...	14.50	14.50	9.33			33 to 56	4	1	44			
Brooklyn City, ...	30.21	28.31	26.96	.91		64	7		140	29		
Buffalo and Allegany Valley, ¹	30											
Buffalo, New York and Erie, ...	142	142	13	78.25	2.75	56 to 65	6	28	26	6	9	393
Buffalo and State Line, ...	68.34	68.34	14.50			57 to 60	3	28	20	12	8	320
Cayuga and Susquehanna, ...	34.61	34.61	38.10			58	1					
Chemung, ...	17.36	17.36	2.06			57						
East and North River, ...	6											
Eight Avenue, ...	10		6			56 to 72			90			
Elmira, Jefferson and Canandaigua, ¹	46.84	46.84	2.89			57						
Elmira and Williamsport, ...	78	77	8.50			56	1	16	8		3	96
Erie and New York City, ¹	25											
Hudson and Boston, ...	17.33	17.33	3			56	1					
Hudson River, ...	144	144	115.07			70	11	61	111	6	35	653
Lake Ontario, Auburn and N. Y., ¹	73.84											
Long Island, ...	98	98		2.50		50 & 56	15	15	37	3	5	115
New York Central, ...	555.88	555.88	369.78	258.13	2	624 to 80	40	215	196	40	61	13,109
New York and Erie, ...	446	446	2.86	113	16	56 to 75	25	220	102	40	44	2,850

New York and Flushing,	8	130.75	29.06	.....	2.12	.....	56	2	2	6	.....	2	3
New York and Harlem,	8	130.75	29.06	.....	2.12	.....	50 to 60	16	34	36	42	13	435
New York and New Haven,	62.25	62.25	63.82	.....	.....	.....	64	5	32	74	.....	19	349
Niagara Bridge and Canandaigua, ..	99	99	.....	.....	.....	.....	57	.....	.....	.....	.....	.....	.....
Ninth Avenue,	13	.....	.....	.....	.....	.....	62 to 95	.....	.....	42	.....	9	441
Northern,	118	118	17.75	.....	.....	.....	56	.....	28	14	.....	3	46
Oswego and Syracuse,	35.91	35.91	2.21	.....	.....	.....	57	2	6	10	.....	.....	.....
Port Morris and Westchester,	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potsdam and Watertown,	75.36	75.36	2.25	.....	.....	.....	56 & 58	2	6	4	.....	3	30
Rensselaer and Saratoga,	25.22	25.22	2.01	.....	.....	.....	58 & 62	4	6	11	2	6	64
Rochester and Genesee Valley,	49.75	18.45	1.25	.....	.....	.....	57 to 65	1	.....	.....	.....	.....	.....
Rockett's Harbor, Rome and N. Y., ..	18	18	1	.....	.....	.....	56	1	1	1	.....	1	29
Sackett's Harbor and Schenectady, ..	21	21	1.57	.....	.....	.....	56 & 65	2	2	2	1	.....	10
Saratoga and Whitehall,	40.86	40.86	3.87	6.66	.....	.....	56	3	8	8	3	4	80
Second Avenue,	8	8	8	.....	.....	.....	72	3	.....	.....	.....	.....	.....
Sixth Avenue,	4	4	4.38	.....	.....	.....	74	4	.....	460	30	.....	.....
Sodus Point and Southern,	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staten Island,	13	13	.33	.....	.....	.....	56	1	2	6	.....	.....	6
Syracuse, Binghamton and N. Y., ..	81	81	7.59	.....	.....	.....	60	4	13	10	2	3	114
Tenth Avenue and Grand St. Ferry, ..	8	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Third Avenue,	8	8	8.50	.....	.....	.....	56 & 72	.....	.....	110	3	.....	.....
Third Avenue and Fordham,	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Bennington,	5.38	5.38	.38	.....	.....	.....	58	.....	.....	.....	.....	.....	.....
Troy and Boston,	34.91	34.91	3.48	.....	.....	.....	58 & 65	6	10	8	1	6	119
Troy and Greenbush,	6	6	.04	.....	.....	.....	64	1	.....	.....	.....	.....	.....
Troy Union,	2.14	2.14	2.14	.....	.....	.....	65	.....	.....	.....	.....	.....	.....
Utica and Black river,	86.25	34.94	2.59	.....	.....	.....	58 to 61	2	4	6	.....	2	37
Van Brunt Street and Erie Basin, ..	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warwick Valley,	10.33	5.38	.....	.....	.....	.....	50	.....	.....	.....	.....	.....	.....
Watertown and Rome,	96.76	96.76	11	.....	.....	.....	56	5	16	11	.....	7	275
Exclusive of City roads,	3,475.99	2,727.64	841.77	465.32	22.87	.....	.....	185	755	1,223	223	244	9,592
	3,351.90	2,659.45	768.22	464.41	22.87	.....	.....	165	755	709	158	244	9,592

1 Road not in operation. 2 The A. V. & O. R. R. was 32.95 miles in length, this is the only part of the line now operated 3 Owned by the lessees of the road.
 4 City cars. 5 Branches operated by company. 6 Only 8 miles of road in this State. 7 This includes 360 gravel cars. 8 This includes branches leased by the company.

TABLE D, 1.
BUSINESS OF THE YEAR. — PASSENGER.

NAME OF ROAD.	(40.) Miles run by passen- ger trains.	(42.) RATE OF FARE PER MILE CHARGED TO PASSENGERS						(43.) Number of passen- gers (all classes), carried in cars.	(44.) Number of miles traveled by passen- gers, or number of one mile.	(47.) Average rate of speed adopted by ordinary trains, including stops (miles per h.)	(48.) Rate of speed of same when in no- tion (miles per h.)	(49.) Average ratio of speed adopted by express trains, including stops	(50.) Rate of speed of same when in no- tion (miles per h.)	(53.) Average weight in tons of pas- enger trains, exclusive of pas- senger baggage.		
		FIRST CLASS.			SECOND CLASS.										EMIGRANT.	
		Way.		Through.	Way.		Through.								Way.	
		Through.	Way.	Through.	Way.	Through.	Way.								Through.	Way.
Albany and Vermont.	104,001	2.50	3	1.70	2.40	1	---	198,242	5,198,051	25	30	35	40	84		
Albany and West Stockbridge.	220,132	3	3	---	---	---	---	11,251	329,080	16	18	---	---	84		
Avon, Genesee and Mt. Morris.	9,272	---	3	---	---	---	---	10,280	144,558	15	18	---	---	127		
Blossburgh and Corning.	4,334,145	---	3	---	---	---	---	1,003,183	---	---	---	---	---	---		
Broadway Railroad of Brooklyn.	6,677,687	---	---	---	---	---	---	1,483,183	---	---	---	---	---	---		
Brooklyn Central and Jamaica.	22,862,023	---	---	---	---	---	---	10,488,724	---	---	---	---	---	---		
Brooklyn City.	182,016	2.50	3	---	---	---	---	180,609	6,800,000	20	25	25	28	80		
Buffalo, New York and Erie.	157,116	2.70	3	1.60	2	1.20	1.60	237,854	14,448,903	20	22	28	30	76		
Buffalo and State Line.	21,649	3.33	3.33	---	---	---	---	16,823	416,714	15	26	---	---	63		
Cayuga and Susquehanna.	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
Chenango.	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
Eight Avenue.	31,917,730	---	---	---	---	---	---	7,413,905	---	---	---	---	---	---		
Elmira, Jefferson and Candaugua.	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
Elmira and Williamsport.	98,372	2.37	3	1.16	---	---	---	67,174	3,421,850	21	26	21	26	25		
Elmira and Boston.	344,233	---	---	---	---	---	---	85,250	373,630	16	17	---	---	75		
Hudson River.	608,836	1.00	3	---	.72	---	---	1,601,243	54,406,808	29	34	37	43	110		
Long Island.	165,231	2.25	2.75	---	---	---	---	331,668	8,316,575	20	30	30	35	50		
New York Central.	1,850,056	2	---	1	---	.70	---	2,183,644	116,174,787	21	28	30	35	110		
New York and Erie.	1,255,379	2.20	2.50	1.75	2.25	---	1.25	842,659	64,997,110	20	26	26	30	86		
New York and Fitchburg.	95,038	2	3	---	---	---	---	179,063	1,432,604	20	25	25	30	86		
New York and Harlem.	348,471	2	2.75	---	---	---	---	729,363	15,772,007	20	25	30	35	89		
New York and Harlem (city R.R.).	454,120	---	---	---	---	---	---	3,607,859	5,411,833	20	25	30	35	89		
New York and New Haven.	386,040	2.25	2.5	---	---	---	---	1,014,686	35,201,978	23	28	29	34	100		
Niagara Bridge and Canandaigua.	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
Ninth Avenue.	3896,590	11	---	---	---	---	---	1,906,086	2,674,727	25	28	30	35	67		
Northern.	125,028	1 to 2.60	3	---	---	---	---	67,160	---	---	---	---	---	---		

Oswego and Syracuse.....	43,413	3	3.50	2	....	1.50	....	98,085	2,191,570	20	25	....	....	54
Potomac and Watertown.....	49,128	2	3.50	2	....	....	....	....	....	20	22	....	....	46
Rensselaer and Saratoga.....	97,864	3	3.50	2	....	....	....	208,462	4,878,049	25	30	25	80	75
Rochester and Genesee Valley.....	14,000	2.75	2.75	....	....	1	....	60,232	903,480	20	25	25	28	70
Sacketts Harbor, Rome and N. Y.,	216,872	3.33	3.33	....	....	....	....	6,786	67,150	12	14	....	....	48
Saratoga and Schenectady.....	67,846	2.80	3.60	....	....	2	....	84,372	2,211,100	20	22	20	22	52
Saratoga and Whitehall.....	....	....	....	....	....	....	....	4,540,751	....	....	....	....	....	....
Second Avenue.....	\$1,839,600	4	....	....	....	....	....	6,890,801	....	....	....	....	....	....
Sixth Avenue.....	....	....	....	....	....	....	....	102,505	922,554	20	27	....	....	16
Staten Island.....	1,50	1.50	3.50	....	....	....	....	113,109	2,834,082	18	20	....	....	45
Syracuse, Binghamton and N. Y.,	100,160	2	3	....	....	70	....	11,824,923	....	....	....	....	....	....
Third Avenue.....	\$2,000,000	13	....	....	....	....	....	159,480	3,736,453	23	29	29	84	60
Troy and Bennington.....	156,545	3	3	....	....	....	....	....	....	....	....	....	....	....
Troy and Boston.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Troy and Greenbush.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Troy Union.....	233,318	3.57	4	....	....	....	....	48,283	1,104,067	20	25	20	25	47
Utica and Black River.....	70,473	2 to 3	3.50	....	....	2	....	116,013	3,995,329	21	26	....	....	58
Watertown and Rome.....	....	....	....	....	....	....	....	58,128,679	343,366,519	....	....	....	....	....
Excluding city roads,	17,241,021	....	....	....	....	....	....	8,684,189	337,964,686	20.26	24.89	27.50	31.87	63.78
Averages,	6,068,128	....	....	....	....	....	....	....	....	....	....	....	....	....

¹ Included in Rensselaer and Saratoga.

² Passenger and freight trains run in connection.

³ Miles run by city cars.

⁴ Adults, five cents; children, three cents.

⁵ 15,000 miles run by steam cars, and 662,627 miles run by horse cars.

⁶ City cars, adults, 5 cts., children, 3 cts. Jamaica cars, adults, 20 cts., children, 10 cts.

⁷ Included in New York and Erie.

⁸ Five cents for any distance below 67th street.

⁹ Only eight miles of road in this state.

¹⁰ Included in New York Central.

¹¹ Five cents for any distance below 55th street.

¹² For any distance above 66th street, 6 cts.; below 66th street, 5 cts.

¹³ Included in Troy and Boston.

¹⁴ Included the business of several leased roads.

¹⁵ Included in Hudson River.

¹⁶ No trains run by this company.

TABLE D, 2.
BUSINESS OF THE YEAR—FREIGHT.

NAME OF ROAD.	(41.) Miles run by freight trains.	(45.) Number of tons, of 2,000 pounds, of freight carried in cars.	(46.) Total movement of freight, or number of tons carried one mile.	(51.) Average rate of speed adopted by freight trains (miles p. hour) including stops	(52.) Rate of speed of trains when in motion, (miles per hour.)	(54.) Average weight in tons of freight trains, exclusive of freight.
Albany and Vermont. ¹ Albany and West Stockbridge, Avon, Geneseo and Mt. Morris, Blossburgh and Corning, Buffalo, New York and Erie, Buffalo and State Line, Cayuga and Susquehanna, Chemung. ³	206,964 20,032 15,803 264,635 210,249 44,637	328,286 1,300 125,384 237,409 600,031 53,146	10,472,279 20,150 1,866,473 23,740,900 20,111,585 1,659,642	12 12 12 10 10 10	15 15 12 12 12 16	108 170 150 200 170
Elmira, Jefferson and Canandaigua. ³ Elmira and Williamsport, ⁴ Hudson and Boston, Hudson River, Long Island, New York Central, New York and Erie, New York and Harlem, New York and New Haven, Niagara Bridge and Canandaigua. ⁵	112,667 44,283 509,922 77,964 2,727,730 2,561,796 297,299 76,413	131,441 79,052 370,098 92,741 1,167,802 1,253,419 168,527 51,824	9,314,555 1,293,741 42,834,771 2,318,332 237,392,974 251,350,127 11,032,070 2,573,925	12 10 16 10 12 10 12 12	14 12 20 15 15 14 15 15	80 75 205 58 180 210 144 110

Northern,	233,432	166,530	15,559,949	8	10	158
Oswego and Syracuse,	27,301	44,529	1,569,283	12	15	124
Potsdam and Watertown,	49,127	19,575	753,330	12	14	57
Rensselaer and Saratoga,	45,104	92,282	2,072,121	12	15	120
Rochester and Genesee Valley,	14,000	24,521	416,580	12	15	100
Sackett's Harbor, Rome and New York, Saratoga and Schenectady, ¹	16,872	2,167	42,298	12	14½	48
Saratoga and Whitehall,	41,942	63,438	1,942,303	9	12	77
Staten Island, .....	.....	320	.....	.....	.....	.....
Syracuse, Binghamton and New York, ²	104,997	153,596	11,083,577	9	12	175
Troy and Bennington, ³	.....	.....	.....	.....	.....	.....
Troy and Boston, ⁴	91,353	108,335	4,361,960	10	12 to 15	96
Troy and Greenbush, ⁵	.....	.....	.....	.....	.....	.....
Troy Union, ⁶	.....	.....	.....	.....	.....	.....
Utica and Black River,	33,318	18,551	458,091	16	20	100
Watertown and Rome,	145,960	106,605	6,315,859	11	15	137
Averages,	7,973,800	5,460,409	660,556,875	11.29	14.42	127.16

¹ Included in Rensselaer and Saratoga.² Passenger and freight trains run in connection.³ Included in New York and Erie.⁴ Only eight miles of road in this state.⁵ Included in New York Central.⁶ Included in Troy and Boston.⁷ Includes the business of several leased roads.⁸ Included in Hudson River.⁹ No trains run by this company.

TABLE D, 2.—(CONTINUED.)

(55.) AMOUNT OF FREIGHT. CLASSIFIED.

NAME OF ROAD.	The products of the forest.	The products of animals.	Vegetable food.	Other agricultural products.	Manufactures.	Merchandise.	Other articles.	Total.
Albany and Vermont. ¹	18,760	91,992	122,764	31,843	18,760	44,167	.....	328,286
Albany and West Stockbridge.	150	70	200	500	60	270	50	1,300
Avon, Geneseo and Mt. Morris.	20,930	.....	.....	.....	.....	3,363	101,091	125,384
Blossburgh and Corning.	19,626	33,581	44,860	19,165	30,187	40,887	49,093	237,409
Buffalo, New York and Erie, ..	180,085	197,567	65,776	30,852	53,844	43,568	28,339	600,031
Buffalo and State Line.	6,752	1,767	6,492	213	2,527	1,867	34,028	53,146
Cayuga and Susquehanna,								
Chemung. ²								
Elmira, Jefferson & Can'daigua. ³	12,380	5,580	18,851	664	20,157	5,189	68,620	131,441
Elmira and Williamsport. ²	669	1,001	804	3,178	9,381	2,647	61,372	79,052
Hudson and Boston.	7,033	150,793	54,822	18,844	54,607	71,487	12,512	370,098
Hudson River.	17,929	6,710	10,633	1,134	1,636	7,850	46,849	92,741
Long Island.	39,310	251,964	441,562	47,341	80,597	192,583	113,945	1,167,302
New York Central.	108,685	209,757	243,959	26,920	145,672	167,245	351,181	1,253,419
New York and Erie.	7,869	62,053	17,410	2,496	29,043	12,210	37,946	168,527
New York and Harlem.	251	3,850	1,003	4,387	19,123	22,732	478	51,824
New York and New Haven.								
Niagara Bridge and Canan'gua. ⁴	34,713	7,506	88,345	4,041	5,954	24,200	1,771	166,530
Northern.	1,107	2,626	20,321	1,977	6,887	8,207	3,404	44,529
Oswego and Syracuse.	3,742	4,903	2,884	412	2,907	8,999	1,328	19,575
Potsdam and Watertown.								

Rensselaer and Saratoga,.....	2,918	2,095	20,073	2,760	31,048	11,129	22,259	92,282
Rochester and Genesee Valley, ..	5,692	1,329	3,894	1,429	4,986	4,260	2,931	24,521
Sacketts Harbor, Rome & N. Y., ..	589	214	360	58	293	292	361	2,167
Saratoga and Schenectady, ¹ ..								
Saratoga and Whitehall,	3,811	3,679	10,861	812	13,492	10,803	19,980	63,438
Staton Island,.....	.....	.....	.....	.....	.....	.....	.....	320
Syracuse, Binghamton & N. Y., ..	6,873	5,802	5,150	350	4,196	1,348	129,877	153,596
Troy and Bennington, ²								
Troy and Boston, ³	2,976	5,222	3,480	10,162	24,530	25,250	36,715	108,335
Troy and Greenbush, ⁷								
Troy Union, ⁸								
Utica and Black River,	6,969	4,141	1,612	247	1,633	2,864	1,085	18,551
Watertown and Rome,	30,760	12,868	34,216	1,424	7,171	11,690	8,478	106,605
	540,079	1,067,070	1,220,332	211,209	568,691	719,017	1,133,691	5,460,409

¹ Included in Rensselaer and Saratoga.
² Included in New York and Erie.
³ Only 8 miles of road in this State.
⁴ Included in New York Central.

⁵ Included in Troy and Boston.
⁶ Includes the business of several leased roads.
⁷ Included in Hudson River.
⁸ No trains run by this company.

TABLE E.

COST OF MAINTENANCE OF ROADWAY — ALLOTTED TO PASSENGER AND FREIGHT BUSINESS.

NAME OF ROAD.	(56.)			(58.)		
	REPAIRS OF ROAD BED AND WAY, EXCEPT IRON, ALLOTTED TO			COST OF IRON FOR REPAIRS ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹	\$13,375 04	\$26,750 08	\$40,125 12	\$14,166 06	\$28,333 34	\$42,500 00
Alb'ny & West St'kbridge,	.....	.....	1,500 00	.....	.....	.....
Avon, Genesee & Mt. Mor's	.....	.....	3,750 00	.....	.....	.....
Blossburgh and Corning,	.....	.....	4,348 92	.....	.....	.....
Brooklyn City, .....	.....	.....	98,140 97	11,820 62	17,508 71	29,329 33
Buffalo, N. Y. & Erie,...	40,353 77	57,787 20	144,941 58	.....	.....	40,893 50
Buffalo and State Line,...	.....	.....	13,283 77	902 70	1,934 34	2,837 04
Cayuga and Susquehanna,	4,136 36	9,147 41	.....	.....	.....	.....
Chemung. ²	.....	.....	11,619 96	.....	.....	3,452 38
Eighth Avenue, .....	.....	.....	.....	.....	.....	.....
Elmira, Jeff. & Can'dagua. ²	10,500 00	21,010 58	31,510 58	1,103 04	2,060 00	3,163 04
Elmira and Williamsport, ³	.....	.....	13,579 42	.....	.....	3,888 85
Hudson and Boston,	94,811 63	84,078 24	178,889 87	47,496 80	40,460 25	87,957 05
Hudson River,	20,041 99	13,361 34	33,403 33	1,130 54	753 70	1,884 24
Long Island,	265,384 49	530,769 01	796,153 50	159,890 72	319,781 46	479,672 18
New York Central,	276,227 60	414,341 43	690,569 03	85,253 87	127,880 82	213,134 69
New York and Erie, .....	.....	.....	2,316 60	.....	.....	532 18
New York and Flushing, ..	.....	.....	.....	.....	.....	.....
New York and Harlem, ..	64,193 38	55,594 06	119,787 44	16,568 00	14,348 56	30,916 56
New York & New Haven,	45,484 42	9,096 88	54,581 30	23,909 53	4,781 91	28,691 44

RAILROAD REPORT.

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[illegible]

¹ Included in Rensselaer and Saratoga.
² Included in New York and Erie.
³ Only eight miles of road in this state.

Included in Hudson River.

⁴ Included in New York Central.
⁵ Included in Troy and Boston.
⁶ Includes several leased roads.

TABLE E. — (CONTINUED.)

NAME OF ROAD.	(59.)			(60.)		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹	.....	.....	\$14,806 51	.....	.....	\$550 92
Albany and West Stockbridge, ..	.....	.....	39 80	.....	.....
Avon, Geneseo and Mt. Morris, ..	.....	.....	18 48	.....	.....
Blossburgh and Corning, .....	.....	.....	1,588 29	.....	.....
Brooklyn City, .....	.....	.....	5,629 47	\$448 90	\$814 68	1,268 58
Buffalo, New York and Erie,	\$2,018 56	\$3,610 91	8,855 63	.....	.....	1,902 54
Buffalo and State Line, .....	.....	.....	295 89	889 00	1,905 03	2,794 03
Cayuga and Susquehanna,	98 86	202 03				
Chemung. ²	.....	.....	290 75			
Eighth Avenue, .....	.....	.....		
Elmira, Jeffer'n and Can'daigua. ³	.....	.....	10,074 48	200 00	316 41	516 41
Elmira and Williamsport, ³	3,400 00	6,674 48	550 50			
Hudson and Boston, .....	.....	.....	29,919 01	1,018 78	867 86	1,886 64
Hudson River,	18,946 01	10,973 00	2,441 92	9 41	6 27	15 68
Long Island,	1,465 16	976 76	182,646 57	6,215 00	12,430 00	18,645 00
New York Central,	60,882 19	121,764 38	37,661 82	15,726 73	23,590 08	39,316 81
New York and Erie,	15,064 71	22,597 11	517 40	.....	.....	60 00
New York and Flushing, .....	.....	.....	8,743 73	472 96	409 61	882 57
New York and Harlem,	4,685 72	4,058 01	11,808 17	1,016 76	203 35	1,220 11
New York and New Haven,	9,840 14	1,968 03				
Niag. Bridge and Canandaigua. ⁴				

RAILROAD REPORT.

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Ninth Avenue.	2,541 21	7,623 64	10,164 85	158 18	474 56	632 74
Northern,	511 62	478 29	989 91	281 48	263 48	544 96
Oswego and Syracuse,	55 86	111 73	167 59	359 60	719 22	1,078 82
Potsdam and Watertown,	826 97	413 49	1,240 46	599 85	299 92	899 77
Rensselaer and Saratoga,	11 80	6 32	18 12			
Rochester and Genesee Valley, ..	.....	.....	100 00			
Sackett's Har., Rome and N. Y.,	.....	.....		
Saratoga and Schenectady, ¹	.....	.....		
Saratoga and Whitehall,	580 80	318 47	849 27	313 78	188 26	502 04
Second Avenue, .....	.....	.....	388 37			
Sixth Avenue, .....	.....	.....	899 69			
Syracuse, Binghamton and N. Y.,	369 79	369 80	739 59	48 77	48 76	97 53
Third Avenue, .....	.....	.....	347 89			
Troy and Bennington, ²	.....	.....		
Troy and Boston, ³	1,269 20	1,269 21	2,538 41	29 84	29 85	59 69
Troy and Greenbush, ⁷	.....	.....		
Troy Union, .....	.....	.....	23,654 63			
Utica and Black River, .....	.....	.....	455 21	.....	.....	193 83
Watertown and Rome,	3,362 69	6,725 40	10,088 09	479 46	958 92	1,438 38
	\$125,876 29	\$190,141 06	\$368,526 50	\$28,268 50	\$43,526 26	\$74,502 05

¹ Included in Troy and Boston.
² Includes several leased roads.
³ Included in Hudson River.

¹ Included in Rensselaer and Saratoga.
² Included in New York and Erie.
³ Only eight miles of road in this State.
⁴ Included in New York Central.

TABLE E. — (CONTINUED.)

NAME OF ROAD.	(61.) TAXES ON REAL ESTATE, ALLOTTED TO			(62.) TOTAL, ALLOTTED TO		
	Pass. Trans.	Freight Trans.	Total.	Pass. Trans.	Freight Trans.	Total.
Albany and Vermont. ¹	.....	.....	.....	\$27,541 70	\$55,083 42	\$82,625 55
Albany and W. Stockbridge.	.....	.....	\$387 94	.....	.....	1,927 74
Avon, Gencseo & Mt. Morris,	.....	.....	1,198 70	.....	.....	4,962 18
Blossburgh and Corning,...	.....	.....	1,888 58	.....	.....	7,820 79
Brooklyn City,.....	.....	.....	16,163 37	61,722 01	88,804 71	150,526 72
Buffalo, New York and Erie,...	\$7,080 16	\$9,083 21	12,585 07	.....	.....	209,178 32
Buffalo and State Line,.....	.....	.....	3,211 18	6,771 10	15,650 72	22,421 91
Cayuga and Susquehanna, ...	749 27	2,461 91	.....	.....	.....	.....
Chemung. ²	.....	.....	1,513 38	.....	.....	16,876 47
Eighth Avenue,.....	.....	.....	.....	.....	.....	.....
Elmira, Jef'son & Can'd'gua. ³	.....	.....	974 83	15,523 04	30,716 30	46,239 34
Elmira and Williamsport. ³	320 00	654 83	904 11	.....	.....	18,928 88
Hudson and Boston,.....	.....	.....	85,977 52	181,701 08	152,929 01	334,630 09
Hudson River,.....	19,427 86	16,549 66	2,233 54	23,987 22	15,991 49	39,978 71
Long Island,.....	1,340 12	893 42	155,555 85	544,224 35	1,088,448 75	1,632,673 10
New York Central,.....	51,851 95	103,703 90	68,016 48	419,719 52	629,579 31	1,049,298 83
New York and Erie,.....	27,446 61	41,169 87	309 92	.....	.....	3,736 10
New York and Flushing,....	.....	.....	21,856 31	97,632 73	84,553 88	182,186 61
New York and Harlem, ...	11,712 67	10,143 64	10,081 56	88,652 15	17,730 43	106,382 58
New York and New Haven,...	8,401 80	1,680 26	.....	.....	.....	.....
Niag. Bridge and Can'daigua. ⁴	.....	.....	873 28	.....	.....	2,801 30
Ninth Avenue,.....	.....	.....	.....	.....	.....	.....

Northern,.....	2,239 15	6,717 46	8,956 61	46,680 85	98,300 30	144,981 15
Oswego and Syracuse,.....	2,018 07	1,886 58	3,904 65	7,529 86	7,022 43	14,552 29
Potsdam and Watertown,....	843 05	1,686 10	2,529 15	8,167 42	16,334 87	24,502 29
Rensselaer and Saratoga,....	4,410 26	2,205 18	6,615 44	37,097 06	18,548 58	55,645 64
Rochester and Genesee Valley,	.....	.....	.....	2,306 81	1,890 05	4,196 86
Sacketts Har., Rome & N. Y.,	.....	.....	19 12	.....	.....	5,516 98
Saratoga and Schenectady, ¹	.....	.....	.....	.....	.....	.....
Saratoga and Whitehall,	2,898 61	1,739 17	4,637 78	24,300 54	14,580 30	38,880 84
Second Avenue,.....	.....	.....	2,593 27	.....	.....	5,846 97
Sixth Avenue,.....	.....	.....	61,815 73	.....	.....	74,232 37
Syracuse, Bing'ton and N. Y.,	2,188 75	4,194 99	6,383 74	10,860 53	29,878 23	40,233 76
Third Avenue,.....	.....	.....	2,236 64	.....	.....	26,592 47
Troy and Bennington, ²	.....	.....	.....	.....	.....	.....
Troy and Boston, ³	1,193 51	1,193 52	2,387 03	23,055 73	17,609 77	40,665 50
Troy and Greenbush, ⁴	.....	.....	.....	.....	.....	.....
Troy Union,.....	.....	.....	932 42	.....	.....	26,877 40
Utica and Black River,.....	.....	.....	1,194 06	.....	.....	12,139 71
Watertown and Rome,.....	2,892 85	5,785 70	8,678 55	21,657 15	43,314 31	64,971 46
Excluding city roads,	\$147,014 19	\$211,749 40	\$447,215 81	\$1,649,130 94	\$2,426,461 86	\$4,508,387 91
	.....	.....	.....	.....	.....	\$4,374,217 54

¹ This includes car licenses, insurance, rents, purchase of real estate, &c.
² Included in Troy and Boston.
³ Includes several leased roads.
⁴ Included in Hudson River.

¹ Included in Rensselaer and Saratoga.
² Included in New York and Erie.
³ Only 8 miles of road in this State.
⁴ Included in New York Central.

TABLE F.
COST OF REPAIRS OF MACHINERY.

NAME OF ROAD.	(64.) REPAIRS OF ENGINES, ALLOTTED TO			(66 and 68.) REPAIRS OF CARS, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany & West St'ckbridge. ²			\$571 52			\$354 52
Avon, Genesee & Mt. Mor's.						
Blossburgh and Corning. ³						
Buffalo, New York and Erie.	\$11,820 16	\$16,532 16	28,352 32	\$8,254 84	\$34,523 90	42,778 74
Buffalo and State Line,.....	14,431 85	21,647 77	36,079 62	22,295 82	24,897 03	47,192 85
Cayuga and Susquehanna, ..	1,828 64	2,804 84	4,633 48	1,025 26	692 72	1,717 98
Chemung. ⁴						
Eighth Avenue,.....						
Elmira, Jeff. & Canandaigua. ⁴						22,256 30
Elmira and Williamsport, ⁵ ..						
Hudson & Boston. ⁵	6,002 21	6,752 26	12,754 47	2,381 87	12,957 29	15,339 16
Hudson River,						
Long Island,	38,033 99	32,399 84	70,433 83	44,809 94	31,971 84	76,281 78
New York Central,	7,484 23	5,419 61	12,903 84	3,935 29	3,935 29	7,870 58
New York and Erie,	191,310 52	262,621 06	393,931 58	170,946 50	344,488 16	515,434 66
New York and Flushing, ...	115,829 85	226,609 36	342,439 21	102,300 30	302,113 06	404,413 36
New York and Harlem,			217 50			242 70
New York and New Haven, ...	30,971 75	26,893 75	57,795 50	22,025 63	27,482 22	49,507 85
Niag. Br'ge & Canandaigua. ⁷	50,359 89	10,071 98	60,431 87	40,762 55	20,176 65	60,939 20

TABLE F.—(CONTINUED.)

NAME OF ROAD.	(70.)			(71.)		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²						\$200 00
Avon, Geneseo and Mt. Morris.						
Blossburgh and Corning. ³						
Buffalo, New York and Erie, . . .				\$1,920 15	\$2,305 39	4,225 54
Buffalo and State Line,	\$1,194 83	\$1,792 25	\$2,987 08	3,500 00	3,996 57	7,496 57
Cayuga and Susquehanna,	137 74	295 21	432 95	368 27	847 07	1,215 34
Chemung. ⁴						
Eight Avenue.						
Elmira, Jefferson and Canan'gua. ⁴						
Elmira and Williamsport. ⁵	200 00	189 76	389 76	1,200 00	2,692 51	3,892 51
Hudson and Boston. ³						
Hudson River,	3,072 28	2,617 14	5,689 42	5,897 18	5,023 53	10,920 71
Long Island,	372 00	248 00	620 00	1,080 00	720 00	1,800 00
New York Central,	10,529 12	21,058 23	31,587 35	8,373 11	16,746 24	25,119 35
New York and Erie,	12,458 25	18,687 36	31,145 61	12,255 99	18,383 97	30,639 96
New York and Flushing.						
New York and Harlem,	123 09	106 60	229 69	2,425 35	2,100 45	4,525 80
New York and New Haven,	6,434 35	1,286 87	7,721 22	2,451 77	490 85	2,942 12
Niagara Bridge & Canandaigua. ⁶						

Ninth Avenue.						
Northern,	815 97	2,447 94	3,203 91	3,962 64	11,887 91	15,850 55
Oswego and Syracuse,	385 85	380 72	746 57	527 29	492 94	1,020 23
Potsdam and Watertown,	202 26	404 53	606 79			
Rensselaer and Saratoga,	994 84	497 41	1,492 25	1,952 55	976 27	2,928 82
Rochester and Genesee Valley.						
Sackett's Harbor, Rome and N. Y.						
Saratoga and Schenectady. ¹	1,428 44	857 07	2,285 51	99 40	59 64	159 04
Saratoga and Whitehall,						
Second Avenue.						
Sixth Avenue,			1,200 00			6,341 38
Staten Island.						
Syracuse, Binghamton and N. Y.,	322 36	161 18	483 54	775 19	775 20	1,550 39
Troy and Bennington. ⁷						
Troy and Boston, ⁸	299 99	149 99	449 98	821 61	410 80	1,232 41
Troy and Greenbush. ⁹						
Utica and Black River,			636 46			1,059 91
Watertown and Rome,	281 00	562 01	843 01			
	\$39,252 37	\$51,722 27	\$92,811 10	\$47,610 50	\$67,908 84	\$123,120 63

¹ Included in Rensselaer and Saratoga.

² This road is operated by the V. & M. Water.

³ This road is operated by the T. & N. Y. R. R. Co. of Penn.

⁴ Included in New York and Erie.

⁵ Only 8 miles of road in this State.

⁶ Included in New York Central.

⁷ Included in Troy and Bennington.

⁸ Includes several leased roads.

⁹ Included in Hudson River.

TABLE F.—(CONTINUED.)

NAME OF ROAD.	(72.) TOTAL, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹	.....	.....	\$1,126 04
Albany and West Stockbridge. ²	.....	.....	75,356 60
Avon, Geneseo and Mount Morris,.....	\$21,995 15	\$53,361 45	93,756 12
Blossburgh and Corning. ³	41,422 50	52,333 62	7,999 75
Buffalo, New York and Erie,.....	3,359 91	4,639 84	.....
Buffalo and State Line,.....	.....	.....	22,256 30
Cayuga and Susquehanna,.....	.....	.....	32,375 90
Chemung. ⁴	.....	.....	163,325 24
Eighth Avenue,.....	.....	.....	23,194 42
Elmira, Jefferson and Canandaigua. ⁴	.....	.....	966,072 94
Elmira and Williamsport, ⁵	9,784 08	22,591 82	808,688 14
Hudson and Boston. ⁵	.....	.....	460 20
Hudson River,.....	91,313 39	72,011 85	112,058 84
Long Island,.....	12,871 52	10,322 90	132,034 41
New York Central,.....	321,159 25	644,913 69	.....
New York and Erie,.....	242,844 39	565,793 75	.....
New York and Flushing,.....	.....	.....	.....
New York and Harlem,.....	55,545 82	56,513 02	.....
New York and New Haven,.....	100,008 56	32,025 85	.....
Niagara Bridge and Canandaigua. ⁶	.....	.....	.....
Ninth Avenue,.....	.....	.....	4,695 50

Northern,	17,739 51	48,616 49	66,856 00
Oswego and Syracuse,	5,740 92	6,184 27	11,925 19
Potsdam and Watertown,	3,819 34	5,222 32	8,541 66
Rensselaer and Saratoga,	17,125 45	8,562 72	25,688 17
Rochester and Genesee Valley,	985 70	901 30	1,887 00
Sackett's Harbor, Rome and New York, .....	.....	.....	574 06
Saratoga and Schenectady, ¹ .....	.....	.....	.....
Saratoga & Whitehall,	9,260 45	7,669 09	16,929 54
Second Avenue, .....	.....	.....	11,743 08
Sixth Avenue, .....	.....	.....	20,051 33
Staten Island, .....	.....	.....	190 41
Syracuse, Binghamton and New York,	8,523 21	6,467 37	14,990 58
Troy and Bennington, ⁷ .....	.....	.....	.....
Troy and Boston, ⁸	14,750 05	10,145 45	24,895 50
Troy and Greenbush, ⁹ .....	.....	.....	.....
Utica and Black River, ¹⁰ .....	.....	.....	7,612 12
Watertown and Rome,	9,676 57	18,920 95	28,597 52
Excluding city roads,	\$987,425 77	\$1,627,197 75	\$2,683,332 56
	.....	.....	\$2,624,586 35

¹ Included in Rensselaer and Saratoga.

² This road is operated by the Western R. R. Corporation of Mass.

³ This road is operated by the Tioga R. R. Co. of Penn.

⁴ Included in New York and Erie.

⁵ Only 8 miles of road in this State.

⁶ Included in New York Central.

⁷ Included in Troy and Boston.

⁸ Includes several leased roads.

⁹ Included in Hudson River.

T A B L E G.
COST OF OPERATING THE ROADS.

NAME OF ROAD.	(73.) OFFICE EXPENSES, STATIONERY, &c., ALLOTTED TO			(74.) AGENTS AND CLERKS, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²			\$78 13			\$900 00
Avon, Genesee and Mt. Morris,						175 12
Blossburgh and Corning, ³						
Broadway R. R. of Brooklyn.						
Brooklyn Central and Jamaica.						
Brooklyn City.						
Buffalo, New York and Erie,	\$715 50	\$1,298 17	2,013 67	\$10,750 20	\$16,910 39	27,660 59
Buffalo and State Line,	1,067 28	805 21	1,872 49	12,394 52	20,407 15	32,801 67
Cayuga and Susquehanna,	55 17	110 34	165 51	354 11	1,061 92	1,416 03
Chemung. ⁴						
Eighth Avenue.						
Elmira, Jefferson and Can'd'gua. ⁴						
Elmira and Williamsport, ⁵	360 75	728 00	1,088 75	3,100 00	3,002 23	6,102 23
Hudson and Boston. ²						
Hudson River,	1,292 11	1,100 70	2,392 81	40,933 72	34,869 48	75,803 20
Long Island,	569 49	379 66	949 15	4,536 00	3,024 00	7,560 00
New York Central,	11,538 41	8,979 74	20,518 15	88,737 60	154,396 55	243,134 15
New York and Erie,	13,039 55	20,459 28	34,098 83	87,649 99	131,474 94	219,124 93
New York and Flushing,			329 04			380 00

New York and Harlem,.....	6,683 27	5,787 98	12,471 25	21,160 82	18,334 11	39,503 93
New York and New Haven,....	22,530 42	4,512 08	27,072 50	16,545 63	7,690 00	24,235 63
Niag. Bridge and Canandaigua, ⁶						
Ninth Avenue.						
Northern,	191 02	1,009 72	1,200 74	3,892 98	20,716 51	24,609 49
Oswego and Syracuse,	396 10	370 48	766 58	1,178 30	1,101 70	2,280 00
Potsdam and Watertown,	86 43	172 86	259 29	1,616 28	3,232 57	4,848 85
Rensselaer and Saratoga,	1,308 53	654 26	1,962 79	6,500 00	3,898 98	10,398 98
Rochester and Genesee Valley,...	181 21	107 85	289 06	1,390 10	800 91	2,191 01
Sacketts Harbor, Rome and N. Y.,	.....	.....	40 80	.....	.....	1,816 81
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,	423 39	254 03	677 42	4,883 73	2,930 23	7,813 96
Second Avenue.						
Sixth Avenue.						
Staten Island, .....	.....	.....	1,751 45			
Syracuse, Binghamton and N. Y.,	86 11	86 11	172 22	1,079 95	2,701 62	4,381 57
Third Avenue.						
Troy and Bennington, ⁷						
Troy and Boston, ⁸	854 84	854 84	1,709 68	6,151 42	6,151 42	12,302 84
Troy and Greenbush, ⁹						
Troy Union, .....	.....	.....	59 71	.....	.....	250 00
Utica and Black River, .....	.....	.....	489 03	.....	.....	3,859 31
Watertown and Rome,	666 64	1,333 28	1,999 92	7,738 88	15,477 77	23,216 65
	\$62,676 22	\$49,004 59	\$114,428 97	\$321,203 23	\$448,182 48	\$776,766 95

¹ Included in Rensselaer and Saratoga.
² This road is operated by the Western.
³ This road is operated by the Niagara R. R. Company of Penn.
⁴ Included in New York and Erie.
⁵ Only eight miles of road in this state.

⁶ Included in New York Central.
⁷ Included in Troy and Boston.
⁸ Includes several leased roads.
⁹ Included in Hudson River.

TABLE G. — (CONTINUED.)

NAME OF ROAD.	(75.)			(76.)		
	LABOR, LOADING AND UNLOADING FREIGHT, ALLOTTED TO	Total.	Freight Transpor- tation.	PORTERS, WATCHMEN, AND SWITCHTENDERS, ALLOTTED TO	Freight Transpor- tation.	Total.
	Passenger Trans- portation.			Passenger Trans- portation.		
Albany and Vermont. ¹					
Albany and West Stockbridge. ²	\$50 00				
Avon, Geneseo, and Mt. Morris, Blossburgh and Corning. ³					
Broadway Railroad of Brooklyn. Brooklyn Central and Jamaica. Brooklyn City.					
Buffalo, New York and Erie,	\$18,665 20		\$4,520 18	\$6,772 08	\$11,292 26
Buffalo and State Line,.....	23,111 69		4,692 83	14,078 52	18,771 35
Cayuga and Susquehanna,	1,907 51		180 00	87 00	267 00
Chenung. ⁴					
Eighth Avenue.					
Elmira, Jefferson & Canandaigua. ⁴			2,200 00	3,870 88	6,070 88
Elmira and Williamsport, ⁵					
Hudson and Boston. ²					
Hudson River,.....	46,729 79		43,195 37	36,796 06	79,991 43
Long Island,.....	11,921 20		2,124 00	1,416 00	3,540 00
New York Central,	242,414 36		60,736 78	121,473 58	182,210 36
New York and Erie,.....	219,965 52		18,721 16	28,081 77	46,802 93
New York and Flushing,.....	242 00
New York and Harlem,	16,874 46		23,748 41	20,567 09	44,315 50

New York and New Haven, ¹	11,731 64	10,483 41	22,215 05	14,158 02	2,831 60	16,989 62
Niagara Bridge & Canandaigua, ²						
Ninth Avenue.						
Northern,		13,765 67	13,765 67	2,779 91	8,939 76	11,119 67
Oswego and Syracuse,		3,424 00	3,424 00	712 69	666 28	1,378 97
Potsdam and Watertown,		1,421 98	1,421 98	240 54	481 09	721 63
Rensselaer and Saratoga,		7,674 60	7,674 60	6,548 50	3,274 25	9,822 75
Rochester and Genesee Valley,		1,354 14	1,354 14	821 18	703 12	1,524 30
Sackett's Harbor, Rome & N.Y., . . . . .		.....	23 50	.....	.....	60 00
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,		955 86	955 86	2,045 02	1,227 02	3,272 04
Second Avenue.						
Sixth Avenue.						
Staten Island.						
Syracuse, Binghamton and N. Y.,		2,024 90	2,024 90	967 02	967 02	1,934 04
Third Avenue.						
Troy and Bennington, ⁷						
Troy and Boston, ⁸		5,017 13	5,017 13	1,761 85	1,761 85	3,523 70
Troy and Greenbush, ⁹						
Troy Union, . . . . .		.....	.....	.....	.....	8,843 38
Utica and Black River, . . . . .		.....	877 72	.....	.....	838 06
Watertown and Rome,		6,428 72	6,428 72	1,850 30	3,700 62	5,550 92
	\$11,731 64	\$634,140 14	\$646,823 00	\$192,003 76	\$257,095 59	\$459,082 79

¹ Included in Rensselaer and Saratoga.² This road is operated by the Western Railroad Corporation of Massachusetts.³ This road is operated by the Troya Railroad Company of Pennsylvania.⁴ Included in New York and Erie.⁵ Only eight miles of road in this state.⁶ Included in New York Central.⁷ Included in Troy and Boston.⁸ Includes several leased roads.⁹ Included in Hudson River.

New York and New Haven,	2,855 02	571 01	3,426 03	24,615 10	4,291 20	28,906 30
Niagara Bridge and Canan'gua, ⁶						
Ninth Avenue.						
Northern,	795 03	2,385 11	3,180 14	6,576 46	12,992 30	19,568 76
Oswego and Syracuse,	693 85	648 65	1,342 50	814 22	761 18	1,575 40
Potsdam and Watertown,	127 77	255 54	383 31	1,047 43	2,094 87	3,142 30
Rensselaer and Genesee,	148 19	74 09	222 28	4,337 67	2,168 83	6,506 50
Rochester and Genesee Valley, . .	.....	.....	.....	569 13	569 14	1,138 27
Sackett's Harb'r, Rome and N. Y.,	.....	.....	100 00	.....	.....	618 50
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,	916 51	549 91	1,466 42	2,580 69	1,548 42	4,129 11
Second Avenue.						
Sixth Avenue.						
Staten Island.						
Syracuse, Binghamton and N. Y.,	.....	.....	.....	1,954 77	1,086 71	3,041 48
Third Avenue.						
Troy and Bennington, ⁷						
Troy and Boston, ⁸	112 50	112 50	225 00	3,937 34	3,937 35	7,874 69
Troy and Greenbush, ⁹						
Troy Union.	.....	.....	.....	.....	.....	1,141 12
Utica and Black River,	170 79	341 59	512 38	2,908 37	5,816 76	8,725 13
Watertown and Rome,						
	\$33,757 98	\$45,734 41	\$79,834 39	\$286,559 80	\$356,026 91	\$647,705 99

¹ Included in Kenselner and Saratoga.² This road is operated by the Western Railroad Corporation of Massachusetts.³ This road is operated by the Tioga Railroad Corporation of Pennsylvania.⁴ Included in New York and Erie.⁵ Only eight miles of road in this state.⁶ Included in New York Central.⁷ Included in Troy and Boston.⁸ Includes several leased roads.⁹ Included in Hudson River.

TABLE G. — (CONTINUED.)

NAME OF ROAD.	(79.) ENGINEERS AND FIREMEN, ALLOTTED TO			(80.) FUEL, & COST OF LABOR IN PREPARING FOR USE, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²						
Avon, Genesee and Mt. Morris, ..			\$996 00			\$1,200 00
Blossburgh and Corning. ³						
Broadway R. R. of Brooklyn.						
Brooklyn Central and Jamaica.						
Brooklyn City.						
Buffalo, New York and Erie,	\$10,840 62	\$13,590 03	24,430 65	\$18,090 25	\$23,645 69	42,335 94
Buffalo and State Line,	8,604 22	14,262 85	22,867 07	16,363 82	24,545 76	40,909 58
Cayuga and Susquehanna,	1,176 25	1,879 61	3,055 86	1,302 00	4,048 00	5,350 00
Chemung. ⁴						
Eighth Avenue.						
Elmira, Jefferson and Can'daigua. ⁴						
Elmira and Williamsport, ⁵	3,419 22	5,527 77	8,946 99	6,200 50	10,188 00	16,388 50
Hudson and Boston. ⁵						
Hudson River,	27,924 40	23,787 47	51,711 87	95,464 40	81,321 53	176,785 93
Long Island,	6,633 37	4,803 48	11,436 85	12,072 40	10,705 71	22,778 11
New York Central,	74,621 40	123,863 21	198,484 61	219,713 76	439,427 53	659,141 29
New York and Erie,	65,673 79	160,357 62	226,031 41	180,363 59	270,545 37	450,908 96
New York and Flushing,			1,217 00			2,537 09
New York and Harlem,	18,986 12	16,442 74	35,428 86	57,096 20	49,441 26	106,537 46

New York and New Haven,..... ¹ Niagara Bridge and Canandaigua, ² Ninth Avenue.	21,172 46	3,082 00	24,204 46	51,586 15	10,317 23	61,903 38
Northern,.....	4,126 96	12,239 16	16,366 12	5,442 50	15,288 50	20,731 00
Oswego and Syracuse,.....	1,917 60	1,792 67	3,710 27	3,968 66	3,710 08	7,678 74
Potsdam and Watertown,.....	1,513 78	3,027 57	4,541 35	2,388 21	4,776 43	7,164 64
Rensselaer and Saratoga,.....	3,758 56	1,879 28	5,637 84	12,459 46	12,459 47	24,918 93
Rochester and Genesee Valley,...	534 74	534 74	1,069 48	1,227 84	1,227 83	2,455 67
Sackett's Harbor, Rome and N. Y., Saratoga and Schenectady, ¹	.....	.....	792 00	.....	.....	1,068 46
Saratoga and Whitehall,	2,663 51	1,598 11	4,261 62	11,285 81	6,771 49	18,057 30
Second Avenue. Sixth Avenue.	.....	.....	.....	.....	.....	.....
Staten Island, .....	.....	.....	2,522 90	.....	.....	3,160 44
Syracuse, Binghamton and N. Y., Third Avenue.	2,805 86	1,248 25	3,554 11	9,110 20	5,466 11	14,576 31
Troy and Bennington, ³ Troy and Boston, ⁹	5,843 09	2,921 54	8,764 63	10,746 04	10,746 04	21,492 08
Troy and Greenbush, ¹⁰	.....	.....	.....	.....	.....	540 00
Troy Union, .....	.....	.....	.....	.....	.....	5,449 06
Utica and Black River, .....	.....	.....	1,896 01	.....	.....	.....
Watertown and Rome,	4,396 46	8,792 93	13,189 39	6,054 58	12,109 17	18,163 75
	\$266,112 41	\$401,581 03	\$675,117 35	\$721,536 37	\$996,741 20	\$1,732,232 62

¹ This includes \$35,480.00 for hay and provender for horses.

² Included in New York Central.

³ Included in Troy and Boston.

⁴ Includes several leased roads.

¹⁰ Included in Hudson River.

¹ Included in Rensselaer and Saratoga.

² This road is operated by the Western.

³ This road is operated by the Niagara R. R. Co. of Penn.

⁹ Included in New York and Erie.

¹⁰ Only eight miles of road in this State.

TABLE C. - (CONTINUED.)

NAME OF ROAD.	(SI.)			OIL AND WASTE FOR CARS, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	(83.) Pass. Trans.	(82.) Freight Trans.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²						
Avon, Genesee and Mt. Morris, ..	.....	.....	.....	.....	.....	\$420 00
Blossburgh and Corning. ³						
Broadway Railroad of Brooklyn.						
Brooklyn Central and Jamaica.						
Brooklyn City.						
Buffalo, New York and Erie, ...	\$2,580 18	\$4,236 23	\$6,816 41	\$967 14	\$5,837 29	6,804 43
Buffalo and State Line,	3,027 70	6,055 41	9,083 11	2,598 08	1,587 06	4,185 14
Cayuga and Susquehanna,	226 46	432 80	659 26	84 22	102 99	187 21
Chemung. ⁴						
Eighth Avenue.						
Elmira, Jefferson and Canan'gua. ⁴						
Elmira and Williamsport, ⁴						
Hudson and Boston. ⁵	1,078 99	2,030 11	3,109 10	145 55	1,323 50	1,469 05
Hudson River,						
Long Island,	6,478 77	5,518 97	11,997 74	2,497 65	3,947 30	6,444 95
New York Central,	1,420 13	1,028 40	2,448 53	802 32	802 31	1,604 63
New York and Erie,	30,230 54	60,461 18	90,691 72	6	6	6
New York and Flushing,	20,837 70	36,099 69	56,937 39	3,051 71	21,327 82	24,379 53
New York and Harlem, .....	.....	.....	457 20	.....	.....	87 50
	4,602 40	3,985 86	8,588 26	936 98	1,873 98	2,810 96

New York and New Haven,	7,297 77	1,439 56	8,737 83	1,153 67	1,085 02	2,238 69
Niagara Bridge and Canandaigua, ⁷						
Ninth Avenue.						
Northern,	336 56	1,074 29	1,410 85	332 35	3,439 54	3,771 89
Oswego and Syracuse,	273 67	255 84	529 51	147 05	207 44	354 49
Potsdam and Watertown,	169 61	339 22	508 83	80 20	240 61	320 81
Rensselaer and Saratoga,	1,286 00	643 00	1,929 00	466 71	399 16	865 87
Rochester and Genesee Valley, ..	189 20	139 20	278 40	163 65	118 91	282 56
Sackett's Harbor, Rome and N. Y.,	.....	.....	229 82	.....	.....	6
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,	1,116 53	669 93	1,786 46	121 82	540 18	662 00
Second Avenue.						
Sixth Avenue.						
Staten Island.						
Syracuse, Binghamton and N. Y.,	1,303 26	1,303 26	2,606 52	6	6	6
Third Avenue.						
Troy and Bennington, ⁸						
Troy and Boston, ⁹	1,403 82	1,203 83	2,607 65	964 23	1,446 34	2,410 57
Troy and Greenbush, ¹⁰						
Troy and Union.	.....	.....	866 13	.....	.....	6
Union and Black River,	465 93	931 88	1,397 81	624 55	1,249 10	1,873 65
Watertown and Rome,						
	\$84,275 22	\$127,848 66	\$213,677 03	\$15,137 88	\$45,528 55	\$61,173 93

⁶ Included in preceding.
⁷ Included in New York Central.
⁸ Included in Troy and Boston.
⁹ Includes several leased roads.
¹⁰ Included in Hudson River.

¹ Included in Rensselaer and Saratoga.
² This road is operated by the Western R. R. Corporation of Mass.
³ This road is operated by the Tioga R. R. Co. of Penn.
⁴ Included in New York and Erie.
⁵ Only 8 miles of road in this State.

TABLE G — (CONTINUED.)

NAME OF ROAD.	(84.) LOSS AND DAMAGE OF GOODS AND BAGGAGE, ALLOTTED TO			(85.) DAMAGES FOR INJURIES TO PERSONS, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²						
Avon, Geneseo and Mt. Morris,...	.....	.....	\$24 00			
Blossburgh and Corning. ³						
Broadway Railroad of Brooklyn.						
Brooklyn Central and Jamaica.						
Brooklyn City.						
Buffalo, New York and Erie,....	.....	\$1,257 42	1,257 42	\$508 75	.....	\$508 75
Buffalo and State Line,.....	\$295 22	2,389 63	2,684 85	8,098 77	.....	8,098 77
Cayuga and Susquehanna,.....	.....	27 79	27 79			
Chemung. ⁴						
Eighth Avenue.						
Elmira, Jefferson and Canan'gua. ⁴						
Elmira and Williamsport, ⁵		460 69	460 69			
Hudson and Boston. ³						
Hudson River,.....	205 10	15,713 72	15,918 82	18,373 30	.....	18,373 30
Long Island,.....	60 96	40 64	101 60	555 34	\$370 22	925 56
New York Central,.....	429 55	19,310 28	19,739 83	3,935 05	11,805 15	15,740 20
New York and Erie,.....	.....	23,635 92	23,635 92	1,043 75	.....	1,043 75
New York and Flushing.						
New York and Harlem,.....	502 67	435 34	938 01	1,597 53	1,383 52	2,981 05
New York and New Haven,....	132 25	1,116 57	1,248 82	7,437 46	.....	7,437 46

Niag. Bridge and Canandaigua. ⁶ Ninth Avenue.	10 00	737 05	747 05	80 11	74 89	155 00
Northern,	118 01	110 33	228 34	2 00	.....	2 00
Oswego and Syracuse,	27 54	55 10	82 64	7,248 92	.....	7,248 92
Potsdam and Watertown,	56 25	6 09	56 25			
Rensselaer and Saratoga, .....	.....		6 09			
Rochester and Genesee Valley. Sacketts Harbor, Rome and N. Y. Saratoga and Schenectady. ¹	.....	19 41	19 41	175 00	.....	175 00
Saratoga and Whitehall, .....	.....				
Second Avenue. Sixth Avenue. Staten Island. Syracuse, Binghamton and N. Y., Third Avenue.	.....	55 76	55 76			
Troy and Bennington. ⁷ Troy and Boston, ⁸ .....	.....	307 29	307 29	15 00	.....	15 00
Troy and Greenbush. ⁹ Troy Union. Utica and Black River, .....	.....	.....	13 21			
Watertown and Rome,	332 96	665 94	998 90	33 10	.....	33 10
	\$2,170 51	\$66,344 97	\$68,552 69	\$49,104 08	\$13,633 78	\$62,737 86

¹ Included in Rensselaer and Saratoga.⁷ This road is operated by the Western R. R. Corporation of Mass.⁸ This road is operated by the Troy and Boston.⁹ Includes several leased roads.⁶ Included in Hudson River.¹ Included in Rensselaer and Saratoga.⁷ This road is operated by the Western R. R. Corporation of Mass.⁸ This road is operated by the Troy and Boston.⁹ Includes several leased roads.⁶ Included in Hudson River.¹ Only eight miles of road in this state.

TABLE G.—(CONTINUED.)

NAME OF ROAD.	(86.)			(87.)		
	DAMAGES FOR PROPERTY AND FOR CATTLE KILLED, ALLOTTED TO			GENERAL SUPERINTENDENCE, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						
Albany and West Stockbridge. ²						
Avon, Genesee and Mt. Morris, ..			\$10 00			\$1,000 00
Blossburgh and Corning. ³						
Broadway Railroad of Brooklyn.						
Brooklyn Central and Jamaica.						
Brooklyn City.						
Buffalo, New York and Erie,	\$280 19	\$385 19	665 38	\$3,728 40	\$5,687 67	9,416 07
Buffalo and State Line,	480 00	12,753 79	13,233 79	2,400 00	2,400 00	4,800 00
Cayuga and Susquehanna,	40 15	91 46	131 61	340 68	1,444 32	1,785 00
Chemung. ⁴						
Elmira Avenue.						
Elmira, Jefferson & Canandaigua. ⁴						
Elmira and Williamsport. ⁵						
Hudson and Boston. ²				2,200 00	4,337 69	6,537 69
Hudson River,						
Long Island,	464 36	395 58	859 94	3,830 53	3,263 05	7,093 58
New York Central,	186 54	124 36	310 90	4,199 98	2,799 98	6,999 96
New York and Erie,	1,425 62	2,851 24	4,276 86	18,058 64	36,117 27	54,175 91
New York and Flushing.	4,120 82	6,181 20	10,302 02	20,632 85	30,949 26	51,582 11
New York and Harlem,						
New York and New Haven,	467 28	404 68	871 96	9,250 82	8,019 38	17,270 20
Niagara Bridge and Canandaigua. ⁶	3,983 50		3,983 50	8,916 69	1,783 34	10,700 03
Ninth Avenue.						
Northern,	82 00	237 00	319 00	682 06	2,046 19	2,728 25

Oswego and Syracuse,	38 25	35 75	74 00	921 43	878 57	1,800 00
Potdam and Watertown,	45 99	92 00	137 99			
Rensselaer and Saratoga,	349 03		349 03	3,067 00	1,533 00	4,800 00
Rochester and Genesee Valley,				618 20	397 04	1,015 24
Sackett's Harbor, Rome & N. Y.,						1,200 00
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,	445 00	267 00	712 00	2,062 03	1,237 22	3,299 25
Second Avenue.						
Sixth Avenue.						
Staten Island,			24 50			
Syracuse, Binghamton and N. Y.,	433 79	216 89	650 68	1,250 04	1,250 04	2,500 08
Third Avenue.						
Troy and Bennington, ⁷						
Troy and Boston, ⁸	926 53		926 53	2,000 00	1,000 00	3,000 00
Troy and Greenbush, ⁹						875 00
Troy Union,						816 64
Utica and Black River,			27 30			2,500 00
Watertown and Rome,	238 44	476 89	715 33	833 33	1,666 67	
	\$14,007 49	\$24,513 03	\$38,582 32	\$85,001 68	\$106,810 69	\$195,704 01

⁶ Included in New York Central.
⁷ Included in Troy and Boston.
⁸ Includes several leased roads.
⁹ Included in Hudson River.

¹ Included in Rensselaer and Saratoga.
² This road is operated by the Western Railroad Corporation of Massachusetts.
³ This road is operated by the Tigua Railroad Company of Pennsylvania.
⁴ Included in New York and Erie.
⁵ Only eight miles of road in this state.

TABLE G. — (CONTINUED.)

NAME OF ROAD.	(88.) CONTINGENCIES, ALLOTTED TO			(89.) TOTAL, ALLOTTED TO		
	Passenger Transportation.	Freight Transportation.	Total.	Passenger Transportation.	Freight Transportation.	Total.
Albany and Vermont. ¹						\$4,792 13
Albany and Weet Stockbridge. ²						1,313 73
Avon, Genesee and Mt. Morris,			\$138 61			435,210 38
Blossburgh and Corning. ³						484,591 94
Broadway Railroad of Brooklyn,						384,049 84
Brooklyn Central and Jamaica,						180,256 71
Brooklyn City,						225,183 10
Buffalo, New York and Erie,	\$4,290 10	\$5,588 49	9,878 59	\$64,974 76	\$115,281 95	18,719 89
Buffalo and State Line,	5,585 27	11,088 91	16,674 18	78,702 23	146,480 87	
Cayuga and Susquehanna,	119 18	976 11	1,095 29	5,743 22	13,976 67	
Chemung. ⁵						
Eighth Avenue,						108,564 16
Elmira, Jefferson and Canandaigua. ⁵						
Elmira and Williamsport, ⁶	3,912 06	13,202 19	17,114 25	25,856 75	50,376 14	76,232 89
Hudson and Boston. ³						
Hudson River,	174,282 63	148,462 99	322,745 62	448,844 65	430,786 40	879,631 05
Long Island,	9,870 22	6,580 15	16,450 37	49,090 75	48,036 11	97,126 86
New York Central,	67,865 00	54,390 00	122,255 00	669,987 08	1,379,245 99	2,049,233 07
New York and Erie,	25,135 98	37,703 96	62,839 94	504,974 25	1,141,560 71	1,646,534 96
New York and Flushing,						7,737 49
New York and Harlem,	14,616 36	12,658 22	27,274 58	203,760 95	194,395 87	398,156 82
New York and New Haven,	45,405 48	17,318 27	62,723 75	239,551 26	66,471 29	306,022 55
Niagara Bridge and Canandaigua. ⁹						
Ninth Avenue,						432,340 68

Northern,	1,681 78	5,594 70	7,276 48	26,929 61	99,865 50	126,795 11
Owego and Syracuse,	849 07	1,124 49	1,973 56	12,109 01	15,162 35	27,271 36
Potdam and Watertown,	924 15	1,848 30	2,772 45	8,269 93	18,038 14	26,308 07
Rensselaer and Saratoga,	2,480 03	1,418 00	3,898 03	50,014 85	36,076 92	86,091 77
Rochester and Genesee Valley,	95 10	79 29	174 39	5,740 35	6,038 26	11,778 61
Sackett's Harbor, Rome and N. Y.,						5,949 89
Saratoga and Schenectady, ¹						
Saratoga and Whitehall,	4,628 02	2,776 82	7,404 84	33,347 06	21,345 63	54,692 69
Second Avenue,						4179,501 99
Sixth Avenue,						4197,120 56
Staten Island,						7,459 29
Syracuse, Binghamton and N. Y.,	1,600 77	1,600 77	3,201 54	20,691 77	18,007 44	38,699 21
Third Avenue,						4383,190 14
Troy and Bennington, ³						
Troy and Boston, ¹⁰	217 74	217 75	435 49	34,934 40	35,577 88	70,612 28
Troy and Greenbush, ¹¹						
Troy Union,						10,568 09
Utica and Black River,			2,613 16			18,886 75
Watertown and Rome,	2,186 29	4,372 58	6,558 87	28,500 62	63,363 90	91,864 52
Excluding city roads,	\$365,745 23	\$327,001 99	\$695,498 99	\$2,511,023 50	\$3,900,188 02	\$7,872,488 58
						\$6,467,918 89

¹ Included in Rensselaer and Saratoga.² This road is operated by the Western Railroad Corporation of Massachusetts.³ This road is operated by the Tioga Railroad Company of Pennsylvania.⁴ For city roads, the totals only can be given.⁵ Included in New York and Erie.⁶ Only eight miles of road in this state.⁷ This includes the expense of operating the Troy and Greenbush Railroad, hauling cars in New York city, ferry boats, &c.⁸ Included in New York and Erie.⁹ Included in Troy and Boston.¹⁰ Includes several leased roads.¹¹ Included in Hudson River.

TABLE H.
EARNINGS.

NAME OF ROAD	(91.) From passenger business.	(92.) From freight business.	(93.) From other sources.	Total.
Albany and Vermont. ¹				
Albany and West Stockbridge. ²	\$9,771 71	\$3,825 38	\$860 00	\$14,457 09
Avon, Genesee and Mount Morris,.....	2,888 75	28,169 24	487 80	31,545 79
Blossburgh and Corning,.....	44,772 32	.....	1,614 48	46,386 80
Broadway Railroad of Brooklyn,.....	87,445 09	.....	34,658 80	122,103 89
Brooklyn Central and Jamaica,.....	504,233 22	.....	10,658 33	514,891 55
Brooklyn City,.....	128,552 22	439,102 55	26,189 85	593,844 62
Buffalo, New York and Erie,.....	380,390 83	545,851 75	13,800 00	940,042 58
Buffalo and State Line,.....	14,291 85	44,139 11	1,453 00	59,883 96
Cayuga and Susquehanna,.....				
Chemung. ³				
Elmira Avenue,.....	370,695 27	.....	.....	370,695 27
Elmira, Jefferson and Canandaigua. ²				
Elmira and Williamsport, ⁴	79,025 17	155,152 75	28,368 00	263,145 92
Hudson and Boston. ³				
Hudson River,.....	1,037,655 88	892,570 22	58,787 64	1,989,013 74
Long Island,.....	163,300 37	115,691 29	18,654 43	297,646 09
New York Central,.....	2,315,932 89	4,664,448 92	328,660 25	7,309,042 06
New York and Erie,.....	1,136,045 73	4,351,464 35	103,406 52	5,590,916 60
New York and Flushing,.....	25,881 63	467 10	168 55	26,517 28
New York and Harlem,.....	448,193 48	533,657 56	163,129 22	1,144,980 26
New York and New Haven,.....	726,287 52	129,389 11	64,478 67	920,155 30

Niagara Bridge and Canandaigua. ^a	95,304 33	.....	.....	95,304 33
Ninth Avenue,.....	69,366 54	338,423 97	17,846 89	425,637 40
Northern,.....	58,250 42	54,454 98	3,597 21	116,302 61
Oswego and Syracuse,.....	48,672 48	38,484 30	4,633 03	91,789 81
Potsdam and Watertown,.....	146,163 64	86,390 33	35,128 44	267,682 41
Rensselaer and Saratoga,.....	25,616 55	16,128 21	2,211 86	43,956 62
Rochester and Genesee Valley,.....	1,856 60	2,081 49	793 53	4,731 62
Sackett's Harbor, Rome and New York,...	73,420 24	60,073 19	8,699 24	142,192 67
Saratoga and Schenectady. ¹	231,537 58	.....	3,043 22	234,580 80
Saratoga and Whitehall,.....	344,540 03	.....	.....	344,540 03
Second Avenue,.....	16,166 41	377 02	.....	16,543 43
Staten Island,.....	75,739 42	147,677 20	7,853 86	231,270 48
Syracuse, Binghamton and New York,...	591,246 41	.....	4,477 61	595,724 02
Third Avenue,.....	118,122 42	139,536 20	13,500 00	271,158 62
Troy and Bennington. ⁶	.....	.....	.....	.....
Troy and Boston,.....	33,070 75	29,937 70	2,335 59	65,344 04
Troy and Greenbush. ⁸	128,897 07	192,290 07	32,254 58	353,441 72
Troy Union.	.....	.....	.....	.....
Utica and Black River,.....	.....	.....	.....	.....
Watertown and Rome,.....	.....	.....	.....	.....
Exclusive of city roads,.....	\$9,533,934 82	\$13,009,783 99	\$991,750 60	\$23,535,469 41
	\$7,264,160 57	\$13,009,783 99	\$937,298 16	\$21,211,242 72

^a Included in New York Central.⁶ Included in Troy and Boston.¹ Includes several leased roads.⁸ Included in Hudson River.¹ Included in Rensselaer and Saratoga.² This road is operated by the Western R. R. Corporation of Mass.³ Included in New York and Erie.⁴ Only eight miles of road in this state.

T A B L E H. — (CONTINUED.)
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(98.) For Transportation Expenses.	(99.) For Interest.	(100.) For Dividends on Stock.	(101.) Amount carried to Surplus Fund.	Total Payments.
Albany and Vermont, ¹					
Albany and West Stockbridge, ²		\$14,350 00			\$14,350 00
Blossburgh and Corning.....					41,121 03
Broadway Railroad of Brooklyn,.....	\$34,121 03		\$7,000 00		104,896 54
Brooklyn Central and Jamaica,.....	84,591 94	10,893 60	9,411 00		496,989 38
Brooklyn City,.....	391,870 63	10,491 99	80,000 00	\$14,626 76	593,844 62
Buffalo, New York and Erie,.....	406,140 03	163,324 31		24,380 28	840,278 44
Buffalo and State Line,.....	528,117 54	96,160 90	216,000 00		69,830 57
Cayuga and Susquehanna,.....	49,141 55	20,689 02			
Chemung, ³					
Eighth Avenue,.....	255,228 93		96,000 00		351,228 93
Elmira, Jefferson and Canandaigua, ³					
Hudson and Boston, ²					
Hudson River,.....		695,547 99			2,118,100 81
Long Island,.....	1,422,552 82	38,580 80			249,825 32
New York Central,.....	211,244 52	1,176,942 31	1,440,000 00		7,264,921 42
New York and Erie,.....	4,647,979 11	1,525,230 00			5,284,265 52
New York and Flushing,.....	3,759,035 52	6,028 21			10,181 87
New York and Harlem,.....	4,153 66	403,318 41			1,157,045 67
New York and New Haven,.....	753,727 26	129,448 33	180,000 00		991,943 95
Niagara-Bridge and Canandaigua, ⁷	682,495 62				
Ninth Avenue,.....	75,430 76	1,470 00			76,900 76
Northern,.....	335,576 47	108,177 55			443,754 02
Oswego and Syracuse,.....	53,748 84	14,945 00	30,378 00		99,071 84

Potsdam and Watertown,.....	59,352 02	56,000 00	.....	.....	115,352 02
Rensselaer and Saratoga.....	9193,961 42	15,700 20	.....	.....	227,961 71
Rochester and Genesee Valley,.....	913,627 38	11,784 72	.....	.....	25,412 10
Sackett's Harbor, Rome and New York, ..	5,949 89	.....	.....	.....	5,949 89
Saratoga and Schenectady, ¹.....	.....	.....	.....	.....	.....
Saratoga and Whitehall,.....	110,503 07	41,188 86	.....	.....	151,691 93
Second Avenue,.....	196,800 38	33,973 65	.....	.....	209,774 03
Sixth Avenue,.....	291,404 26	.....	.....	28,882 53	387,786 79
Staton Island,.....	.....	3,824 11	.....	.....	3,824 11
Syracuse, Binghamton and New York, ..	93,923 55	115,976 94	.....	.....	209,900 49
Third Avenue,.....	19480,018 35	24,150 00	.....	.....	644,568 35
Troy and Bennington, ¹¹.....	.....	10,452 18	.....	.....	15,604 91
Troy and Boston,.....	1207,427 76	87,351 00	.....	5,152 73	294,779 36
Troy and Greenbush, ¹³.....	.....	.....	.....	.....	.....
Troy Union,.....	• 38,638 58	17,766 75	.....	.....	56,405 33
Utica and Black River,.....	188,769 48	58,353 51	.....	.....	337,062 99
Watertown and Rome,.....	.....	.....	.....	.....	.....
Exclusive of city roads,.....	\$15,375,532 37	\$4,892,121 03	\$2,413,929 00	\$73,042 30	\$22,954,624 70
	\$13,766,066 09	\$4,811,141 79	\$1,974,618 00	\$29,533 01	\$20,581,358 89

¹ Included in Rensselaer and Saratoga.
² This road is operated by the Western R. R. Corporation of Mass.
³ Included in New York and Erie.
⁴ This includes \$50,544.53, paid for rent, equipment and depot at Hunter's Point.
⁵ This includes \$138,400.00 paid for rent.
⁶ This includes \$138,026.00, paid for Harlem Company's share of receipts and loss in operating Canal road.
⁷ Included in New York Central.
⁸ This includes \$51,053.52, paid for leased roads.
⁹ This includes several items which should have been reported in other tables.
¹⁰ This includes \$70,235.74, for payments from surplus fund, real estate and Harlem extension.
¹¹ Included in Troy and Boston.
¹² This includes \$71,254.48, for rent.
¹³ Included in Hudson River.

TABLE I.
CLASSIFICATION OF ACCIDENTS.

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany and Vermont.								
Albany and West Stockbridge, . . .					1		1	
Avon, Geneseo and Mt. Morris.								
Blossburgh and Corning.								
Broadway Railroad of Brooklyn, . . .			1	1		1	1	2
Brooklyn Central and Jamaica, . . .	1	2					1	2
Brooklyn City,	2		1		1	4	4	4
Buffalo, New York and Erie,	1		2		1		4	
Buffalo and State Line,			1	3	5	1	6	4
Cayuga and Susquehanna,					1		1	
Chemung.								
Eighth Avenue,	1	5			2	4	3	9
Elmira, Jefferson and Canandaigua								
Elmira and Williamsport,					1		1	
Hudson and Boston,					1	1	1	1
Hudson River,		2	4	4	12	16	16	22
Long Island,		1			2	2	2	3
New York Central,	2	9	19	6	26	11	47	26
New York and Erie,	3	3	27	3	17	3	47	9
New York and Flushing.								
New York and Harlem,		6	2	6	7	6	9	18
New York and New Haven,			1		4	1	5	1
Niagara Bridge and Canandaigua.								
Ninth Avenue,					2	4	2	4
Northern,					1		1	
Oswego and Syracuse.								
Potsdam and Watertown,			1				1	
Rensselaer and Saratoga,					1		1	
Rochester and Genesee Valley.								
Sackett's Harbor, Rome and N. Y.								
Saratoga and Schenectady.								
Saratoga and Whitehall.								
Second Avenue.								
Sixth Avenue.								
Staten Island.								
Syracuse, Binghamton and N. Y., . .					1		1	
Third Avenue,	1	6			3	5	4	11
Troy and Bennington.								
Troy and Boston.								
Troy and Greenbush.								
Troy Union,					2	1	2	1
Utica and Black River,	1						1	
Watertown and Rome.								
	12	34	59	23	91	60	162	117
Excluding city roads,	7	20	57	22	83	41	147	83

TABLES OF COMPARATIVE STATEMENTS

FOR FIVE CONSECUTIVE YEARS,

1857, 1858, 1859, 1860, 1861.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1857.	1858.	1859.	1860.	1861.
Adirondac Estate and Railroad Company, .....	.....	.....	.....	\$300,000 00	\$5,000,000 00
Albany and Susquehanna,	\$266,130 00	\$275,793 66	\$404,950 74	507,957 08	647,191 00
Albany, Vermont and Canada,	439,004 97	439,004 97	.....	.....	.....
Albany and West Stockbridge,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Avon, Genesee and Mount Morris, .....	.....	.....	.....	193,000 00	193,000 00
Black River and Utica,	803,212 94	804,647 99	815,711 90	822,371 44	.....
Blossburgh and Corning,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Broadway Railroad of Brooklyn, .....	.....	.....	199,000 00	200,000 00	200,000 00
Brooklyn Central and Jamaica, .....	.....	.....	.....	448,750 00	492,050 00
Brooklyn City,	986,680 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Buffalo and Alleghany Valley,	16,000 00	16,000 00	16,000 00	16,000 00	16,000 00
Buffalo, Bradford and Pittsburgh, .....	.....	.....	250,134 00	250,634 00	.....
Buffalo, New York and Erie, .....	.....	680,000 00	680,000 00	680,000 00	850,000 00
Buffalo and State Line,	1,720,650 00	1,913,000 00	1,934,950 00	1,950,950 00	1,960,600 00
Cayuga and Susquehanna,	687,000 00	687,000 00	687,000 00	343,500 00	343,500 00
Central Park, North and East River, .....	.....	.....	.....	3,120 00	344,920 00
Chemung,	380,000 00	380,000 00	380,000 00	380,000 00	380,000 00
Coney Island and Brooklyn, .....	.....	.....	.....	.....	31,078 00
East and North River, .....	.....	.....	.....	.....	650 00
Eighth Avenue,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Elmira, Jefferson and Canandaigua, .....	.....	.....	500,000 00	500,000 00	500,000 00
Elmira and Williamsport, .....	.....	.....	.....	.....	1,000,000 00
Erie and New York City,	345,254 04	350,072 56	352,741 86	352,043 40	464,954 31
Genesee Valley,	37,008 51	59,374 02	75,689 16	.....	.....
Hudson and Boston,	175,000 00	175,000 00	175,000 00	175,000 00	175,000 00
Hudson River,	3,758,466 59	3,758,466 59	3,758,466 59	3,758,466 59	3,758,466 59
Lake Ontario, Auburn and New York,	41,156 25	75,771 62	77,855 86	77,855 86	77,855 86
Lake Ontario and Hudson River,	2,714,150 00	2,715,186 00

RAILROAD REPORT.

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	1,852,715 79	1,852,715 79	1,852,715 79	1,852,715 79	1,852,715 79
Long Island,.....	24,136,660 69	24,182,400 00	24,000,000 00	24,000,000 00	24,000,000 00
New York Central,.....	11,000,000 00	11,000,000 00	11,000,000 00	11,000,000 00	11,000,000 00
New York and Erie,.....	.....	.....	.....	.....	.....
New York and Flushing,.....	.....	.....	.....	.....	.....
New York and Harlem,.....	5,717,100 00	5,717,100 00	5,717,100 00	5,717,100 00	5,717,100 00
New York and New Haven,.....	2,980,839 33	2,980,839 33	2,980,839 33	2,980,839 33	2,980,839 33
Niagara Bridge and Canandaigua,.....	.....	.....	.....	.....	.....
Ninth Avenue,.....	.....	.....	.....	.....	.....
Oswego and Syracuse,.....	396,200 00	396,340 00	396,340 00	396,340 00	396,340 00
Port Morris and Westchester,.....	.....	.....	.....	.....	.....
Potsdam and Watertown,.....	661,900 00	663,077 15	665,419 00	665,419 00	665,419 00
Rensselaer and Saratoga,.....	610,000 00	610,000 00	610,000 00	610,000 00	610,000 00
Rochester and Genesee Valley,.....	551,601 33	555,450 10	557,560 00	557,560 00	557,560 00
Sackett's Harbor, Rome and New York,.....	.....	.....	.....	.....	.....
Saratoga and Schenectady,.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Saratoga and Whitehall,.....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Second Avenue,.....	.....	.....	.....	.....	.....
Sixth Avenue,.....	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Sodus Point and Southern,.....	31,585 76	31,585 76	31,585 76	31,585 76	31,585 76
Staten Island,.....	39,400 00	40,000 00	50,603 38	62,731 25	63,102 05
Syracuse, Binghamton and New York,.....	1,200,130 00	1,200,130 00	1,200,130 00	1,200,130 00	1,200,130 00
Tenth Avenue and Grand Street Ferry,.....	.....	.....	.....	.....	.....
Third Avenue,.....	1,170,000 00	1,170,000 00	1,170,000 00	1,170,000 00	1,170,000 00
Third Avenue and Fordham,.....	.....	.....	.....	.....	.....
Troy and Bennington,.....	75,350 00	75,350 00	75,350 00	75,350 00	75,350 00
Troy and Boston,.....	568,297 22	568,297 22	604,911 22	605,911 22	606,911 22
Troy and Greenbush,.....	275,000 00	275,000 00	275,000 00	274,400 00	274,400 00
Troy Union,.....	.....	.....	.....	.....	.....
Utica and Black River,.....	.....	.....	.....	.....	.....
Van Brunt Street and Erie Basin,.....	.....	.....	.....	.....	.....
Warwick Valley,.....	.....	.....	.....	.....	.....
Watertown and Rome,.....	1,497,493 19	1,498,400 00	1,498,500 00	1,499,000 00	1,499,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1887.	1888.	1889.	1890.	1891.
Albany and West Stockbridge,	\$1,007,207 21	\$1,289,933 98	\$1,392,984 22	\$1,389,559 22	\$1,388,359 22
Black River and Utica,	505,000 00	662,500 00	700,000 00	745,500 00	220,000 00
Blossburgh and Corning,	220,000 00	220,000 00	220,000 00	220,000 00	35,959 86
Broadway R. R. of Brooklyn, . . . .	.....	.....	14,000 00	14,000 00	161,480 04
Brooklyn Central and Jamaica, . . . .	.....	.....	.....	85,000 00	174,000 00
Brooklyn City, . . . . .	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh, . .	.....	.....	8,525 00	8,525 00	.....
Buffalo, New York and Erie, . . . . .	.....	2,409,593 88	2,410,721 59	2,413,516 22	2,412,533 72
Buffalo and State Line,	980,000 00	1,049,000 00	1,049,000 00	1,049,000 00	1,049,000 00
Cayuga and Susquehanna, . . . . .	.....	426,000 00	411,000 00	300,000 00	300,000 00
Central Park, North and East River, .	.....	.....	.....	.....	600 00
Chemung,	70,000 00	70,000 00	.....	.....	.....
Coney Island and Brooklyn, . . . . .	.....	.....	.....	.....	7,000 00
Elmira and Williamsport, . . . . .	.....	.....	.....	.....	1,000,000 00
Erie and New York City,	13,000 00	14,000 00	14,000 00	.....	.....
Genesee Valley,	28,348 76	38,500 00	165,000 00	.....	.....
Hudson River,	8,842,000 00	8,842,000 00	8,842,000 00	9,333,750 00	9,363,750 00
Lake Ontario and Hudson River, . . .	802,000 00	870,000 00	.....	.....	.....
Long Island,	639,891 73	639,497 67	636,997 67	755,997 67	777,997 67
New York Central,	14,607,510 17	14,402,634 69	14,333,771 21	14,332,523 06	14,613,005 50
New York and Erie,	24,891,000 00	26,438,016 55	25,260,000 00	26,351,000 00	.....
New York and Flushing, . . . . .	.....	.....	125,000 00	185,000 00	135,000 00

New York and Harlem,	4,060,497 71	5,151,287 21	5,353,297 21	6,055,752 56	6,000,737 76
New York and New Haven,	2,159,500 00	2,163,500 00	2,163,500 00	2,104,000 00	1,890,000 00
Ninth Avenue, .....	.....	.....	.....	.....	21,000 00
Oswego and Syracuse,	188,000 00	197,000 00	213,500 00	213,500 00	213,500 00
Potsdam and Watertown,	618,000 00	818,500 00	911,000 00	1,000,000 00	1,000,000 00
Rensselaer and Saratoga,	140,000 00	140,000 00	140,000 00	140,000 00	249,750 00
Rochester and Genesee Valley,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Saratoga and Schenectady,	97,500 00	86,500 00	85,000 00	83,000 00	73,000 00
Saratoga and Whitehall,	395,000 00	395,000 00	395,000 00	378,000 00	376,000 00
Second Avenue, .....	.....	350,000 00	350,000 00	350,000 00	350,000 00
Sixth Avenue,	12,844 82	.....	.....	.....	.....
Staten Island, .....	.....	.....	.....	162,087 00	193,687 00
Syracuse, Binghamton and N. York, ..	1,400,000 00	1,500,000 00	1,643,126 20	1,643,153 25	1,643,153 25
Third Avenue,	50,000 00	50,000 00	110,600 00	345,000 00	345,000 00
Troy and Bennington,	172,000 00	171,200 00	172,100 00	172,100 00	172,100 00
Troy and Boston,	794,500 00	797,500 00	806,500 00	806,500 00	808,500 00
Troy Union, .....	.....	680,000 00	680,000 00	680,000 00	680,000 00
Warwick Valley, .....	.....	.....	.....	4,500 00	45,500 00
Watertown and Rome,	703,500 00	688,500 00	685,500 00	772,400 00	730,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1887.	1888.	1889.	1890.	1891.
Adirondac Estate and Railroad Co.,	.....	.....	.....	.....	\$16,489 65
Albany and Susquehanna,.....	\$14,856 22	\$8,697 52	\$53,134 96	\$46,139 46	17,239 55
Avon, Genesee and Mt. Morris,.....	.....	.....	.....	3,471 13	2,223 71
Black River and Utica,.....	143,811 83	52,570 60	8,158 33	7,120 83	.....
Broadway Railroad of Brooklyn, ..	.....	.....	556 65	8,800 00	521 45
Brooklyn Central and Jamaica, ..	.....	.....	.....	42,102 22	96,690 86
Brooklyn City, .....	.....	.....	.....	130,000 00	30,000 00
Buffalo, Bradford and Pittsburgh, ..	.....	.....	53,109 91	52,987 99	.....
Buffalo, New York and Erie, .....	.....	.....	252,142 01	201,681 90	212,071 63
Buffalo and State Line,	211,001 84	172,378 49	161,263 79	27,545 71	.....
Cayuga and Susquehanna, .....	.....	.....	.....	75,550 00	41,600 00
Central Park, North and East River, ..	.....	.....	.....	.....	2,027 72
Elmira and Williamsport, .....	.....	.....	.....	.....	72,840 37
Eighth Avenue, .....	.....	.....	.....	.....	30,000 00
Erie and New York City,	19,223 94	27,410 82	28,716 02	38,595 75	7,304 12
Genesee Valley,	1,897 37	23,403 98	42,500 00	.....	.....
Hudson River,	453,315 51	455,003 04	414,654 35	182,106 10	773,411 27
Lake Ontario and Hudson River, ..	41,223 84	115,855 96	.....	.....	.....
Long Island,	15,000 30	13,765 35	17,539 12	12,282 80	2,680 70
New York and Erie,	1,982,482 42	732,257 86	353,703 33	2,725,620 43	6,000 00
New York and Flushing, .....	.....	.....	.....	6,000 00	43,788 53
New York and Harlem,	841,012 53	147,640 67	.....	.....	.....

New York and New Haven,	163,740 37	30,551 07	21,121 97	19,888 85	22,638 98
Oswego and Syracuse,	25,025 00	16,414 94	10,875 00	4,875 00	4,875 00
Potsdam and Watertown,	199,900 00	180,138 47	192,748 13	192,748 13	192,748 13
Rochester and Genesee Valley,	33,934 89	30,417 13	23,496 00	19,980 14	13,480 14
Sackett's Harbor, Rome and N. Y., .....	.....	.....	.....	61,213 46	57,262 60
Saratoga and Whitehall,	9,274 56	5,455 94	.....	3,375 91	15,398 36
Second Avenue, .....	.....	30,000 00	18,000 00	74,500 00	121,600 00
Sodus Point and Southern,	1,850 00	1,850 00	1,850 00	1,850 00	1,850 00
Staten Island, .....	.....	.....	22,686 11	63,374 13	70,919 16
Syracuse, Binghamton and N. Y.,	59,418 31	268,486 80	146,079 61	121,065 62	113,739 02
Troy and Bennington,	1,095 37	1,095 37	150 00	3,215 80	2,340 00
Troy and Boston,	185,397 89	231,082 99	247,676 11	247,155 07	271,096 85
Warwick Valley, .....	.....	.....	.....	14,500 00	11,625 00
Watertown and Rome,	85,074 72	80,750 76	65,682 92	66,111 69	101,947 68

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1887.	1888.	1889.	1890.	1891.
Adirondac Estate and Railroad Co.,	.....	.....	.....	.....	\$16,489 65
Albany and Susquehanna,	\$14,856 22	\$8,697 52	\$33,134 96	\$46,139 46	17,239 55
Albany and West Stockbridge,	1,007,207 21	1,289,933 98	1,392,984 22	1,389,559 22	1,388,359 22
Avon, Genesee and Mount Morris, ..	.....	.....	.....	3,471 13	2,223 71
Black River and Utica,	648,811 83	715,070 60	708,158 33	752,620 83	.....
Blossburgh and Corning,	220,000 00	220,000 00	220,000 00	220,000 00	220,000 00
Broadway Railroad of Brooklyn, ..	.....	.....	14,556 65	17,800 00	36,481 31
Brooklyn Central and Jamaica, .....	.....	.....	.....	127,102 22	258,170 90
Brooklyn City, .....	.....	.....	.....	130,000 00	204,000 00
Buffalo, Bradford and Pittsburgh, ..	.....	.....	61,634 91	61,512 99	.....
Buffalo, New York and Erie, .....	.....	2,574,532 19	2,662,863 60	2,615,198 12	2,624,605 35
Buffalo and State Line,	1,191,001 84	1,221,378 49	1,210,263 79	1,076,545 71	1,049,000 00
Cayuga and Susquehanna, .....	.....	426,000 00	411,000 00	375,550 00	341,600 00
Central Park, North and East River, ..	.....	.....	.....	.....	2,627 72
Chemung,	70,000 00	70,000 00	.....	.....	.....
Coney Island and Brooklyn, .....	.....	.....	.....	.....	7,000 00
Elmira and Williamsport, .....	.....	.....	.....	.....	1,072,840 87
Erie and New York City,	32,223 94	41,410 82	42,716 02	38,595 75	7,304 12
Eighth Avenue, .....	.....	.....	.....	.....	30,000 00
Genesee Valley,	30,246 13	61,903 98	207,500 00	.....	.....
Hudson River,	9,295,315 51	9,297,003 04	9,256,654 34	9,515,856 10	10,137,161 27
Lake Ontario and Hudson River, ..	843,223 84	985,855 96	.....	.....	.....

Long Island,	654,892 03	653,383 02	654,536 79	768,280 47	780,878 37
New York Central,	14,607,510 17	14,402,634 69	14,333,771 21	14,332,523 06	14,613,005 50
New York and Erie,	26,873,482 42	27,170,274 41	25,613,703 33	29,076,620 43	29,076,620 43
New York and Flushing, .....	.....	.....	125,000 00	141,000 00	141,000 00
New York and Harlem,	4,901,510 24	5,298,927 88	5,353,297 21	6,055,752 56	6,044,526 29
New York and New Haven,	2,323,240 37	2,194,051 07	2,184,621 97	2,123,888 85	1,912,838 98
Ninth Avenue, .....	.....	.....	.....	.....	21,000 00
Oswego and Syracuse,	213,025 00	213,414 94	224,375 00	218,375 00	218,375 00
Potsdam and Watertown,	817,900 00	998,638 47	1,103,748 13	1,192,748 13	1,192,748 13
Rensselaer and Saratoga,	140,000 00	140,000 00	140,000 00	140,000 00	249,750 00
Rochester and Genesee Valley,	183,934 89	180,417 13	173,496 00	169,980 14	163,480 14
Sackett's Harbor, Rome and N. Y., .....	.....	.....	.....	61,213 46	57,262 60
Saratoga and Schenectady,	97,500 00	86,500 00	85,000 00	88,000 00	73,000 00
Saratoga and Whitehall,	404,274 56	400,445 94	395,000 00	381,375 91	391,398 36
Second Avenue, .....	.....	380,000 00	388,000 00	424,500 00	471,600 00
Sixth Avenue,	12,844 82	.....	.....	.....	25,000 00
Sodus Point and Southern,	1,850 00	1,850 00	1,850 00	1,850 00	1,850 00
Statens Island, .....	.....	.....	63,886 11	225,461 13	264,806 16
Syracuse, Binghamton and N. Y.,	1,459,418 31	1,763,486 80	1,789,205 81	1,764,218 87	1,756,892 27
Third Avenue,	50,000 00	90,600 00	135,600 00	345,000 00	345,000 00
Troy and Bennington,	172,295 37	172,295 37	172,250 00	175,315 80	174,440 00
Troy and Boston,	979,897 89	1,028,582 99	1,054,176 11	1,053,655 07	1,079,596 85
Troy Union, .....	.....	680,000 00	680,000 00	680,000 00	680,000 00
Warwick Valley, .....	.....	.....	.....	19,000 00	57,125 00
Watertown and Rome,	788,574 72	769,250 76	750,682 92	838,511 69	831,947 68

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1857.	1858.	1859.	1860.	1861.
Adirondac Estate and Railroad Co.,	.....	.....	.....	\$270,000 00	\$288,593 62
Albany and Susquehanna,	\$219,662 20	\$227,356 08	\$406,952 05	548,221 35	698,677 74
Albany and West Stockbridge, ..	2,007,207 21	2,289,939 98	2,392,984 22	2,389,559 22	2,388,359 22
Avon, Genesee and Mount Morris,	.....	.....	.....	200,000 00	205,416 80
Black River and Utica,	1,221,030 88	1,284,514 64	1,237,559 57	1,137,714 32	.....
Blossburgh and Corning,	496,661 28	496,661 28	496,661 28	496,661 28	496,661 28
Broadway Railroad of Brooklyn, ..	.....	.....	213,069 42	222,833 69	234,548 64
Brooklyn Central and Jamaica, ..	.....	.....	.....	586,619 69	736,155 61
Brooklyn City,	1,026,709 98	1,038,839 97	1,054,107 36	1,262,225 86	1,348,626 97
Buffalo and Allegany Valley, .....	.....	21,300 00	21,300 00	21,300 00	21,300 00
Buffalo, Bradford and Pittsburgh, ..	.....	.....	328,851 11	328,851 11	3,165,146 96
Buffalo, New York and Erie, .....	.....	2,975,325 66	3,150,762 14	3,163,765 95	2,789,214 06
Buffalo and State Line,	2,739,936 02	2,772,987 09	2,779,994 06	2,788,384 06	.....
Central Park, North and East River,	.....	.....	.....	.....	342,145 00
Chemung,	450,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Eighth Avenue, .....	.....	756,142 87	769,550 05	859,048 25	917,301 89
Elmira and Williamsport, .....	.....	.....	.....	.....	2,136,036 88
Erie and New York City,	269,728 98	283,733 38	287,707 88	.....	.....
Genesee Valley, .....	.....	91,888 88	329,224 92	.....	.....
Hudson and Boston, .....	.....	175,000 00	175,000 00	175,000 00	175,000 00
Hudson River,	11,283,019 12	11,328,989 96	11,388,279 64	11,800,445 50	12,049,599 95
Lake Ontario, Auburn and N. Y.,	.....	74,203 69	74,672 54	74,854 35	74,854 35

Long Island,	2,565,792 07	2,566,270 07	2,566,270 07	2,920,949 41
New York Central,	30,515,815 06	30,732,517 54	30,840,713 71	31,524,226 15
New York and Erie,	34,033,680 16	34,058,632 63	35,320,907 19	35,796,901 91
New York and Harlem,	6,112,499 65	7,948,116 35	8,019,671 19	8,036,543 65
New York and New Haven,	5,258,232 17	5,324,527 09	5,330,486 41	5,419,507 50
Ninth Avenue, .....	.....	.....	352,694 39	872,948 06
Northern,	4,741,487 51	4,738,791 26	4,799,287 42	4,816,751 37
Oswego and Syracuse,	752,030 57	761,380 11	775,677 37	800,914 68
Potsdam and Watertown,	1,555,529 72	1,587,028 08	1,594,955 99	1,600,026 42
Rensselaer and Saratoga,	900,287 67	900,550 58	901,025 58	920,028 02
Rochester and Genesee Valley,	648,088 35	653,539 64	653,927 37	656,025 74
Sackett's Harbor, Rome and N. Y., .....	.....	.....	.....	421,050 00
Saratoga and Schenectady,	480,684 15	480,684 15	480,684 15	76,562 25
Saratoga and Whitehall,	895,421 92	903,890 92	903,890 92	480,684 15
Second Avenue, .....	.....	1,005,403 71	993,366 77	902,207 61
Sixth Avenue,	855,957 22	855,957 22	877,336 87	1,093,239 88
Sodus Point and Southern,	35,298 77	35,298 77	35,298 13	1,033,125 61
Staten Island,	39,000 00	40,000 00	114,014 87	37,598 13
Syracuse, Binghamton and N. Y.,	2,683,168 75	2,837,607 66	2,851,292 80	303,602 64
Third Avenue,	1,170,000 00	1,378,090 74	1,564,098 08	2,860,367 60
Troy and Bennington,	235,931 19	253,931 19	253,918 57	1,601,844 10
Troy and Boston,	1,422,188 86	1,422,188 86	1,510,513 62	253,967 35
Troy and Greenbush,	294,731 43	294,731 43	294,731 43	1,570,513 62
Troy Union, .....	.....	732,114 72	732,114 72	294,908 86
Utica and Black River, .....	.....	.....	.....	752,601 62
Warwick Valley, .....	.....	.....	.....	860,411 50
Watertown and Rome,	2,159,693 38	2,159,295 04	2,159,502 04	141,748 14
				2,275,944 38
				84,295 04
				141,748 14
				2,275,909 38

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF PASSENGERS CARRIED IN CARS.				
	1897.	1898.	1899.	1900.	1901.
Albany and West Stockbridge,	269,039	171,046	173,073	177,235	193,242
Avon, Geneseo and Mount Morris, . . . . .	.....	.....	.....	14,154	21,231
Black River and Utica,	70,051	53,647	58,461	60,071	.....
Blossburgh and Corning,	15,580	9,364	12,159	12,705	10,290
Broadway Railroad of Brooklyn, . . . . .	.....	.....	591,865	850,025	1,003,193
Brooklyn Central and Jamaica, . . . . .	.....	.....	.....	1,046,922	1,695,195
Brooklyn City,	7,575,823	7,705,839	9,261,393	10,477,984	10,498,724
Buffalo, New York and Erie, . . . . .	.....	185,877	217,941	210,586	180,509
Buffalo and State Line,	384,582	296,194	250,583	255,209	237,854
Cayuga and Susquehanna, . . . . .	.....	.....	18,696	19,834	16,828
Eighth Avenue,	6,829,452	6,768,203	7,589,997	7,775,040	7,413,905
Elmira and Williamsport, . . . . .	.....	.....	.....	.....	57,174
Hudson and Boston, . . . . .	.....	37,110	43,533	40,922	35,360
Hudson River,	1,494,782	1,415,339	1,503,916	1,637,651	1,501,243
Long Island,	387,135	361,030	406,216	417,006	331,658
New York and Central,	2,609,947	2,124,439	2,256,647	2,261,136	2,153,944
New York and Erie,	1,016,087	793,662	866,841	941,554	842,059
New York and Flushing, . . . . .	.....	.....	121,754	233,381	179,063
New York and Harlem,	958,777	720,070	718,978	767,652	726,363
New York and Harlem (city cars),	2,014,486	3,069,721	3,493,113	3,990,934	3,607,889
New York and New Haven,	1,027,153	953,619	1,003,074	1,091,807	1,014,686
Ninth Avenue, . . . . .	.....	.....	170,443	1,984,341	1,906,086

Northern,	82,320	71,764	73,184	79,668	67,756
Oswego and Syracuse,	110,035	92,496	102,722	110,875	98,095
Potsdam and Watertown,	76,308	71,850	76,746	61,426	
Rensselaer and Saratoga,	169,913	151,576	164,043	262,777	298,402
Rochester and Genesee Valley,	74,680	43,948	70,486	64,786	60,232
Sackett's Harbor, Rome and N. Y., ..	.....	.....	.....	1,241	6,795
Saratoga and Whitehall,	101,750	93,035	96,283	100,161	84,372
Second Avenue, .....	.....	4,504,645	5,182,011	5,196,602	4,630,751
Sixth Avenue,	5,240,978	5,612,357	6,479,129	7,398,908	6,890,801
Staten Island, .....	.....	.....	.....	63,641	102,506
Syracuse, Binghamton and N. Y., ..	115,654	107,504	124,982	122,613	113,109
Third Avenue,	8,105,575	7,945,462	9,974,101	12,109,417	11,824,928
Troy and Boston,	129,917	87,432	132,459	175,042	159,480
Utica and Black River, .....	.....	.....	.....	.....	48,283
Watertown and Rome,	187,543	127,287	134,783	122,845	116,013

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF TONS OF FREIGHT CARRIED IN CARS.				
	1857.	1858.	1859.	1860.	1861.
Albany and West Stockbridge.....	273, 156	226, 035	246, 983	280, 816	328, 286
Avon, Genesee and Mount Morris.....	.....	.....	.....	550	1, 300
Black River and Utica.....	12, 278	13, 136	15, 523	19, 743	.....
Blossburgh and Corning.....	133, 772	73, 904	88, 730	113, 741	125, 884
Buffalo, New York and Erie.....	.....	143, 709	181, 565	237, 713	237, 409
Buffalo and State Line.....	367, 460	290, 532	289, 985	342, 761	600, 031
Cayuga and Susquehanna.....	.....	.....	49, 146	45, 187	53, 146
Elmira and Williamsport.....	.....	.....	.....	.....	131, 441
Hudson and Boston.....	.....	50, 806	76, 400	86, 878	79, 052
Hudson River.....	176, 798	160, 197	258, 965	337, 852	370, 098
Long Island.....	81, 320	89, 480	78, 186	102, 413	92, 741
New York Central.....	838, 791	765, 407	834, 319	1, 028, 183	1, 167, 302
New York and Erie.....	978, 069	816, 965	869, 072	1, 139, 554	1, 253, 419
New York and Harlem.....	150, 863	122, 371	145, 577	153, 511	168, 527
New York and New Haven.....	86, 391	64, 058	85, 383	78, 691	51, 824
Northern.....	177, 528	150, 432	137, 427	166, 575	166, 530
Oswego and Syracuse.....	59, 236	42, 810	32, 998	53, 720	44, 529
Potsdam and Watertown.....	28, 661	21, 142	22, 302	17, 051	19, 575
Rensselaer and Saratoga.....	65, 186	59, 903	72, 402	93, 135	92, 282
Rochester and Genesee Valley.....	39, 841	27, 700	23, 939	25, 489	24, 521
Sackett's Harbor, Rome and New York.....	.....	.....	.....	136	2, 167
Saratoga and Whitehall.....	72, 431	62, 868	67, 594	76, 423	63, 438
Staten Island.....	.....	.....	.....	40	320
Syracuse, Binghamton and New York.....	51, 008	73, 410	96, 671	132, 679	153, 596
Troy and Boston.....	76, 547	56, 050	74, 107	110, 539	108, 335
Utica and Black River.....	.....	.....	.....	.....	18, 551
Watertown and Rome.....	116, 012	123, 599	112, 009	.....	106, 605

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	MILEAGE OF PASSENGERS, OR NUMBER OF PASSENGERS CARRIED ONE MILE.				
	1867.	1868.	1869.	1870.	1871.
Albany and West Stockbridge,.....	7,721,531	5,094,681	5,060,088	5,118,298	5,138,061
Avon, Genesee and Mount Morris,.....	1,376,286	1,121,012	1,269,710	212,310	329,080
Black River and Utica,.....	220,907	133,847	170,048	1,284,160	144,338
Blossburgh and Corning,.....	.....	8,192,000	9,280,000	8,884,456	6,800,000
Buffalo, New York and Erie,.....	22,867,861	17,654,082	15,006,275	15,648,972	14,448,903
Buffalo and State Line,.....	.....	403,330	416,613	459,480	416,714
Cayuga and Susquehanna,.....	.....	.....	.....	.....	3,421,850
Elmira and Williamsport,.....	.....	418,350	490,612	454,894	373,830
Hudson and Boston,.....	58,928,855	56,658,109	57,263,220	66,951,310	54,406,308
Hudson River,.....	9,235,867	7,380,760	9,732,009	9,846,832	8,318,375
Long Island,.....	160,423,841	138,091,023	132,993,340	126,588,091	116,174,787
New York Central,.....	85,362,657	64,931,456	57,668,616	56,667,070	64,997,710
New York and Erie,.....	.....	.....	.....	1,867,048	1,432,504
New York and Flushing,.....	23,234,000	17,940,971	21,513,760	22,266,772	21,183,840
New York and Harlem,.....	38,295,851	32,908,957	35,644,895	37,897,502	36,201,978
New York and New Haven,.....	3,859,874	2,767,920	2,778,677	3,228,596	2,674,727
Northern,.....	2,546,986	2,131,962	2,286,901	2,905,712	2,191,670
Oswego and Syracuse,.....	1,687,715	1,725,177	1,822,566	1,569,262	.....
Potsdam and Watertown,.....	8,834,893	3,662,026	3,841,931	4,820,680	4,878,949
Rensselaer and Saratoga,.....	1,167,328	703,184	1,120,600	1,140,210	903,480
Rochester and Genesee Valley,.....	.....	.....	.....	13,359	67,150
Sackett's Harbor, Rome and New York,.....	2,698,358	2,452,281	2,560,694	2,727,911	2,211,190
Saratoga and Whitehall,.....	.....	.....	.....	466,356	922,554
Staten Island,.....	3,204,695	2,753,962	3,006,361	3,175,762	2,884,082
Syracuse, Binghamton and New York,.....	2,163,556	1,798,203	2,946,381	3,919,146	3,736,453
Troy and Boston,.....	.....	.....	.....	.....	1,104,067
Utica and Black River,.....	5,455,307	4,100,132	4,226,309	4,060,780	3,995,329
Watertown and Rome,.....	.....	.....	.....	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TONNAGE OF FREIGHT, OR NUMBER OF TONS CARRIED ONE MILE.				
	1887.	1888.	1889.	1890.	1891.
Albany and West Stockbridge,	8,932,030	7,511,341	7,616,839	9,412,864	10,472,279
Avon, Genesee and Mount Morris,	279,579	376,660	375,762	8,250	20,150
Black River and Utica,	1,928,544	831,679	1,293,641	475,400	1,866,473
Bloesburgh and Corning, .....	.....	14,360,000	18,156,500	1,693,300	23,740,900
Buffalo, New York and Erie,	16,454,465	19,809,225	19,703,894	22,771,300	20,111,585
Buffalo and State Line, .....	.....	1,615,012	1,534,566	16,577,071	1,659,642
Cayuga and Susquehanna, .....	.....	.....	.....	1,377,785	9,314,555
Elmira and Williamsport, .....	.....	880,466	1,247,975	.....	1,293,741
Hudson and Boston,	19,642,158	18,416,865	30,165,130	40,187,539	42,834,771
Hudson River,	2,033,000	2,236,990	1,954,675	2,560,325	2,318,332
Long Island,	145,873,776	142,691,178	157,136,000	199,231,392	237,392,974
New York Central,	165,100,851	165,895,636	147,127,039	214,084,396	251,350,127
New York and Erie,	9,333,743	7,446,561	9,131,851	9,382,119	11,032,070
New York and Harlem,	4,470,748	3,715,364	4,233,430	3,909,502	2,573,925
New York and New Haven,	16,242,825	13,210,357	11,477,361	15,611,653	15,559,949
Northern,	1,900,710	1,375,557	1,037,765	1,722,438	1,569,283
Oswego and Syracuse, .....	.....	699,023	733,974	620,566	753,330
Potsdam and Watertown,	534,233	1,550,757	1,908,314	1,947,849	2,072,121
Rensselaer and Saratoga,	1,689,860	470,900	408,000	425,000	416,580
Rochester and Genesee Valley,	2,270,965	.....	.....	1,448	42,298
Sackett's Harbor, Rome and New York, .....	.....	1,871,411	2,069,905	2,321,986	1,942,303
Saratoga and Whitehall,	2,146,820	5,058,890	6,334,269	9,331,032	11,083,577
Syracuse, Binghamton and New York,	2,876,981	1,482,292	2,267,747	4,109,745	4,361,960
Troy and Boston,	1,753,441	.....	.....	.....	458,091
Utica and Black River, .....	.....	9,899,128	7,520,604	6,287,545	6,315,859
Watertown and Rome,	11,253,164	.....	.....	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY.				
	1897.	1898.	1899.	1900.	1901.
Albany and West Stockbridge,	\$112,429 37	\$106,182 14	\$80,430 54	\$73,720 65	\$97,982 55
Avon, Geneseo and Mount Morris, .....	.....	.....	.....	1,520 17	1,927 74
Black River and Utica,	10,685 50	6,729 91	7,103 80	10,389 69	.....
Blossburgh and Corning,	4,494 68	4,588 61	4,606 70	4,755 31	4,962 18
Brooklyn City,	3,566 44	3,326 80	4,299 29	8,505 72	7,820 79
Buffalo, New York and Erie, .....	.....	109,162 63	126,010 05	96,412 10	150,526 72
Buffalo and State Line,	322,804 00	210,835 60	180,431 17	169,386 74	209,178 32
Cayuga and Susquehanna, .....	.....	25,722 71	22,802 42	22,296 71	22,421 91
Eighth Avenue,	20,526 20	20,142 21	26,876 12	42,942 69	16,876 47
Elmira and Williamsport, .....	.....	.....	.....	.....	46,239 34
Hudson and Boston, .....	.....	14,205 35	11,485 16	21,093 10	18,928 88
Hudson River,	199,347 99	257,938 66	217,766 19	271,910 58	334,630 09
Long Island,	43,625 61	37,742 33	40,430 91	45,948 33	39,978 71
New York Central,	1,315,542 88	1,114,294 55	1,099,433 13	1,551,483 88	1,632,673 10
New York and Erie,	938,603 73	1,135,564 25	1,049,187 05	1,024,837 76	1,049,298 83
New York and Flushing, .....	.....	.....	4,497 11	2,993 75	3,736 10
New York and Harlem,	247,762 25	164,767 67	202,027 14	197,284 90	182,186 61
New York and New Haven,	83,988 84	111,914 31	120,431 22	101,017 35	108,382 58
Ninth Avenue, .....	.....	.....	.....	2,061 74	2,801 30
Northern,	124,186 63	111,855 47	98,167 43	123,214 17	144,981 15
Oswego and Syracuse,	14,237 03	14,177 59	11,882 56	14,664 75	14,552 29
Potdam and Watertown,	7,153 59	18,778 65	16,887 78	15,553 91	24,502 29

COMPARATIVE STATEMENT FOR FIVE YEARS.—(CONTINUED.)

NAME OF ROAD.	EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY.				
	1887.	1888.	1889.	1890.	1891.
Rensselaer and Saratoga,	48,527 54	35,714 53	52,964 69	50,770 59	55,645 64
Rochester and Genesee Valley,	8,870 82	5,378 10	4,502 86	3,806 71	4,196 86
Saratoga and Schenectady,	1,460 68	1,788 98	1,799 00	1,719 01	
Saratoga and Whitehall,	87,401 00	24,586 97	88,438 16	46,654 78	38,880 84
Second Avenue, .....	.....	1,852 41	2,258 22	3,230 16	5,846 97
Sixth Avenue,	14,265 07	30,912 04	40,618 24	82,109 63	74,232 37
Syracuse, Binghamton and N. Y., ..	.....	29,310 69	28,604 44	27,559 17	40,233 76
Third Avenue,	14,231 20	12,402 52	16,504 85	21,456 86	26,592 47
Troy and Boston,	18,676 21	21,168 57	47,165 82	48,574 70	40,665 50
Troy Union, .....	.....	2,205 66	2,687 21	17,777 02	26,877 40
Utica and Black River, .....	.....	.....	.....	.....	12,139 71
Watertown and Rome,	52,911 34	62,651 39	67,565 75	49,059 67	64,971 46

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF REPAIRS OF MACHINERY.				
	1887.	1888.	1889.	1890.	1891.
Avon, Genesee and Mount Morris, .....	.....	.....	.....	\$550 00	\$1,126 04
Black River and Utica,	\$8,985 97	\$4,543 53	\$6,889 16	6,542 31	75,356 60
Buffalo, New York and Erie, .....	.....	57,111 26	65,339 97	66,379 72	93,756 12
Buffalo and State Line,	70,873 08	53,474 74	50,560 37	73,041 83	7,999 75
Cayuga and Susquehanna, .....	.....	7,328 40	6,958 08	7,002 43	22,256 30
Eighth Avenue,	11,840 12	21,647 00	18,135 48	18,740 38	32,375 90
Elmira and Williamsport, .....	.....	.....	.....	.....	.....
Hudson and Boston, .....	.....	7,240 00	12,528 27	.....	.....
Hudson River,	211,293 20	138,890 35	158,952 64	187,441 44	163,325 24
Long Island,	37,756 35	28,810 86	36,418 46	40,827 12	23,194 42
New York Central,	898,983 40	571,326 32	533,360 00	803,904 89	966,072 94
New York and Erie,	882,066 30	890,274 10	609,650 87	718,114 73	808,638 14
New York and Flushing, .....	.....	.....	.....	.....	460 20
New York and Harlem,	128,398 85	104,287 52	115,333 28	142,814 72	112,058 84
New York and New Haven,	139,101 50	107,796 37	113,733 04	116,027 50	132,034 41
Ninth Avenue, .....	.....	.....	.....	2,367 27	4,695 50
Northern,	75,784 76	53,402 79	81,344 52	68,313 39	66,356 00
Oswego and Syracuse,	18,753 30	12,873 30	10,705 64	11,138 48	11,925 19
Potsdam and Watertown,	4,755 46	4,973 97	6,571 83	4,072 74	8,541 66
Rensselaer and Saratoga,	19,975 59	14,182 90	17,802 65	26,516 72	25,688 17
Rochester and Genesee Valley,	4,451 92	1,479 47	3,782 69	1,679 27	1,887 00
Saratoga and Whitehall,	17,163 49	13,216 47	16,301 43	16,274 30	16,929 54
Second Avenue, .....	.....	.....	.....	12,152 13	11,743 08
Sixth Avenue,	9,534 50	10,328 75	13,101 81	26,883 09	20,051 33
Staten Island, .....	.....	.....	.....	.....	190 41
Syracuse, Binghamton and N. Y.,	26,946 84	16,831 68	12,947 96	15,002 49	14,990 58
Troy and Boston,	12,222 72	11,050 01	10,794 63	25,688 12	24,895 50
Utica and Black River, .....	.....	.....	.....	.....	7,612 12
Watertown and Rome,	41,718 51	33,715 60	33,403 88	28,460 60	28,597 52

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1887.	1888.	1889.	1890.	1891.
Avon, Geneseo and Mt. Morris, . . . . .	.....	.....	.....	\$2,132 00	\$4,792 13
Black River and Utica,	\$22,647 26	\$16,818 48	\$15,995 83	18,916 79	1,313 73
Blossburgh and Corning,	1,450 00	1,437 70	1,783 23	1,268 98	35,210 38
Broadway R. R. of Brooklyn, . . . . .	.....	.....	22,551 52	36,182 22	84,591 94
Brooklyn Central and Jamaica, . . . . .	.....	.....	.....	40,507 69	.....
Brooklyn City,	284,266 53	285,444 42	341,738 10	401,426 61	384,049 84
Buffalo, New York and Erie, . . . . .	.....	135,358 20	177,578 22	174,254 31	180,256 71
Buffalo and State Line,	220,429 03	216,196 71	198,947 24	170,544 21	225,183 10
Cayuga and Susquehanna, . . . . .	.....	21,277 28	19,047 48	17,898 53	18,719 89
Eighth Avenue,	66,308 54	73,671 70	77,175 38	99,925 94	108,564 16
Elmira and Williamsport, . . . . .	.....	.....	.....	.....	76,232 89
Hudson and Boston, . . . . .	.....	25,922 25	22,790 49	.....	.....
Hudson River,	854,163 31	647,275 62	708,327 79	809,750 18	879,631 05
Long Island,	121,901 41	107,661 86	110,262 45	101,877 34	97,126 86
New York Central,	2,238,989 26	1,801,671 60	1,716,635 98	1,923,452 24	2,049,233 07
New York and Erie,	2,086,198 26	1,569,228 95	1,384,331 05	1,476,743 58	1,646,534 96
New York and Flushing, . . . . .	.....	.....	6,736 23	7,816 58	7,737 49
New York and Harlem,	464,569 59	348,006 28	378,635 55	369,065 19	398,156 82
New York and New Haven,	352,462 72	312,767 17	316,295 22	333,229 97	306,022 55
Ninth Avenue, . . . . .	.....	.....	2,482 30	31,834 39	32,340 68
Northern,	144,069 40	129,569 87	141,310 22	150,831 47	126,795 11
Oswego and Syracuse,	37,628 73	27,598 74	25,734 99	29,114 59	27,271 36
Potadam and Watertown,	13,783 97	25,919 65	30,006 78	28,548 46	26,308 07

Rensselaer and Saratoga,	63,830 46	61,085 34	56,365 52	60,541 65	86,091 77
Rochester and Genesee Valley,	12,957 00	13,076 13	11,273 74	11,564 64	11,778 61
Sackett's Harbor, Rome and N. Y., ..	.....	.....	.....	.....	5,949 89
Saratoga and Whitehall,	58,954 98	57,920 02	52,077 20	52,562 11	54,692 69
Second Avenue, .....	.....	117,851 96	180,644 02	195,875 31	179,501 99
Sixth Avenue,	188,260 70	186,985 45	162,969 94	202,705 92	197,120 56
Staten Island, .....	.....	.....	.....	3,884 17	7,459 29
Syracuse, Binghamton and N. York, ..	67,672 98	55,058 24	42,694 94	45,110 31	38,699 21
Third Avenue,	252,863 31	230,662 09	290,683 18	357,569 08	383,190 14
Troy and Boston,	45,045 90	39,535 11	57,719 19	77,566 56	70,612 28
Troy Union, .....	.....	6,969 99	8,379 04	7,846 27	10,568 09
Utica and Black River, .....	.....	.....	.....	.....	18,886 75
Watertown and Rome,	148,868 79	131,302 37	107,272 87	95,579 55	91,884 52

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM PASSENGER TRANSPORTATION.				
	1857.	1858.	1859	1860.	1861.
Avon, Genesee and Mt. Morris, .....	.....	.....	.....	\$6,494 28	\$9,771 71
Black River and Utica,	\$42,193 39	\$34,207 06	\$35,874 43	36,882 64	2,888 75
Blossburgh and Corning,	4,420 96	2,677 33	3,440 57	3,604 01	44,772 32
Broadway Railroad of Brooklyn, ..	.....	.....	29,593 27	42,501 26	87,445 09
Brooklyn Central and Jamaica, .....	.....	.....	.....	49,190 01	504,238 22
Brooklyn City,	378,791 16	385,291 96	463,069 68	511,470 19	128,552 22
Buffalo, New York and Erie, .....	.....	128,563 57	148,353 46	195,751 20	380,390 83
Buffalo and State Line,	410,920 55	423,686 92	391,215 29	396,553 57	14,291 85
Cayuga and Susquehanna, .....	.....	13,564 57	14,116 73	15,750 50	370,695 27
Eighth Avenue,	341,471 63	338,410 16	379,499 87	388,750 20	1,037,655 88
Hudson and Boston, .....	.....	13,053 57	14,805 46	1,144,938 80	163,300 37
Hudson River,	1,132,319 50	1,042,865 81	1,079,661 76	192,565 91	2,315,932 89
Long Island,	195,083 43	185,197 20	192,847 23	2,569,265 13	1,136,045 73
New York Central,	3,147,636 86	2,532,646 55	2,566,369 71	1,180,957 55	25,881 63
New York and Erie,	1,495,860 96	1,182,258 27	1,154,083 53	35,997 54	448,193 48
New York and Flushing, .....	.....	.....	21,660 27	533,090 83	726,287 52
New York and Harlem,	494,103 30	462,556 31	490,616 45	800,182 18	95,304 33
New York and New Haven,	804,267 88	645,254 74	749,598 26	99,217 07	69,366 54
Ninth Avenue, .....	.....	.....	8,522 15	77,367 33	58,250 42
Northern,	89,962 04	71,598 95	74,980 87	59,581 16	48,672 48
Oswego and Syracuse,	71,796 07	59,984 28	63,112 87	40,758 21	146,163 64
Potsdam and Watertown,	28,050 48	50,118 63	51,839 00	158,442 77	
Rensselaer and Saratoga,	125,765 80	115,088 33	129,001 37		

Rochester and Genesee Valley,.....	31,814 60	24,624 95	28,412 19	27,104 01	25,616 55
Sackett's Harbor, Rome and N. Y.,.....	.....	.....	.....	.....	1,856 60
Saratoga and Whitehall,.....	91,158 33	77,088 75	83,513 52	90,739 37	73,420 24
Second Avenue,.....	.....	225,232 21	259,100 58	259,830 12	231,537 58
Sixth Avenue,.....	262,048 90	280,617 86	323,956 44	369,945 40	344,540 03
Staten Island,.....	.....	.....	.....	15,671 59	16,166 41
Syracuse, Binghamton and N. Y.,.....	.....	79,872 95	83,273 45	84,432 71	75,739 42
Third Avenue,.....	405,278 95	397,273 10	498,705 08	605,478 85	591,246 41
Troy and Boston,.....	64,544 54	53,813 28	95,219 75	134,261 67	118,122 42
Utica and Black River,.....	.....	.....	.....	.....	33,070 75
Watertown and Rome,.....	155,899 25	138,227 35	142,697 01	137,831 64	128,897 07

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM FREIGHT TRANSPORTATION.				
	1887.	1888.	1889.	1890.	1891.
Avon, Genesee and Mount Morris, .....	.....	.....	.....	\$1,667 18	\$3,825 38
Black River and Utica,	\$23,303 05	\$23,528 73	.....	29,821 25	.....
Blossburgh and Corning,	37,346 01	20,511 06	\$24,884 74	29,966 41	28,169 24
Buffalo, New York and Erie, .....	.....	283,738 45	23,052 42	422,713 22	439,102 55
Buffalo and State Line,	425,643 01	400,748 41	372,653 87	500,666 30	545,851 75
Cayuga and Susquehanna, .....	.....	44,029 49	439,453 21	39,474 80	44,139 11
Elmira and Williamsport, .....	.....	.....	43,262 82	.....	155,152 75
Hudson and Boston, .....	.....	42,909 84	48,122 60	.....	.....
Hudson River,	707,096 59	544,368 96	712,382 48	847,794 18	892,570 22
Long Island,	116,177 30	121,084 72	127,661 21	135,037 10	115,691 29
New York Central,	4,559,275 88	3,700,270 44	3,337,148 36	4,095,933 53	4,664,448 92
New York and Erie,	4,097,610 12	3,843,310 77	3,195,869 57	3,884,343 54	4,351,464 35
New York and Flushing, .....	.....	.....	.....	.....	467 10
New York and Harlem,	436,725 25	443,301 09	506,341 68	529,410 93	539,657 66
New York and New Haven,	196,529 21	141,406 97	187,919 39	186,539 66	129,389 11
Northern,	362,999 43	323,866 27	292,736 30	362,596 57	338,423 97
Oswego and Syracuse,	72,605 68	51,731 31	40,609 49	56,639 21	54,454 98
Potsdam and Watertown,	22,616 99	38,427 99	42,413 07	34,880 05	38,484 30
Rensselaer and Saratoga,	73,969 62	66,038 33	80,200 30	94,283 25	86,380 33
Rochester and Genesee Valley,	18,908 54	11,082 04	14,363 67	17,005 81	16,128 21
Sackett's Harbor, Rome and N. Y., .....	.....	.....	.....	.....	2,081 49

Saratoga and Whitehall,.....	63,328 40	54,139 94	61,828 96	76,174 36	60,078 19
Staten Island, .....	.....	.....	.....	.....	377 02
Syracuse, Binghamton and N. Y.,..	.....	91,520 38	107,399 69	136,840 92	147,677 20
Troy and Boston,.....	86,866 42	65,819 27	113,381 97	165,003 94	139,536 20
Utica and Black River,.....	.....	.....	.....	.....	29,937 70
Watertown and Rome,	228,894 08	235,237 37	204,156 28	192,186 84	192,290 07

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL EARNINGS.				
	1887.	1888.	1889.	1890.	1891.
Avon, Geneseo and Mount Morris, ..	.....	.....	.....	\$8,551 46	\$14,457 09
Black River and Utica, ..	\$68,760 32	\$60,524 33	\$62,941 30	72,457 65	31,545 79
Blossburgh and Corning, ..	42,241 97	23,554 24	26,858 84	34,310 46	46,886 80
Broadway Railroad of Brooklyn, ..	.....	.....	29,804 43	43,240 41	122,103 89
Brooklyn Central and Jamaica, ..	.....	.....	.....	68,975 66	514,891 55
Brooklyn City, ..	388,610 24	395,026 80	471,442 23	520,855 18	593,844 62
Buffalo, New York and Erie, ..	.....	429,753 89	541,249 60	580,000 53	940,042 58
Buffalo and State Line, ..	850,408 56	840,116 71	848,327 26	911,019 87	59,883 96
Cayuga and Susquehanna, ..	.....	59,421 06	59,205 05	57,648 76	370,695 27
Eighth Avenue, ..	341,471 63	338,410 16	379,499 87	388,750 20	1,989,013 74
Hudson and Boston, ..	.....	58,207 21	63,803 06	2,047,145 52	297,646 09
Hudson River, ..	1,839,416 09	1,636,412 28	1,842,636 19	343,020 75	7,309,042 06
Long Island, ..	323,669 87	320,588 93	334,195 26	6,957,241 01	5,590,916 60
New York Central, ..	8,027,251 41	6,528,412 70	6,200,848 82	5,180,321 70	26,517 28
New York and Erie, ..	5,742,606 51	5,151,616 43	4,482,149 32	36,351 76	1,144,980 26
New York and Flushing, ..	.....	.....	21,825 70	1,142,850 87	920,155 30
New York and Harlem, ..	1,027,572 41	975,853 86	1,076,322 19	1,049,768 38	95,304 33
New York and New Haven, ..	1,057,154 83	836,612 14	992,404 89	99,217 07	425,637 40
Ninth Avenue, ..	.....	.....	8,522 15	458,912 05	116,302 61
Northern, ..	507,424 59	410,806 66	382,932 54	119,666 44	91,789 61
Oswego and Syracuse, ..	149,372 92	115,996 68	109,152 60	80,611 18	267,682 41
Potsdam and Watertown, ..	53,699 97	94,385 03	100,047 57	289,353 40	
Rensselaer and Saratoga, ..	222,942 43	208,222 86	235,902 54		

	52,764 47	37,330 51	44,220 30	45,687 31	43,956 62
Rochester and Genesee Valley,.....	.....	.....	.....	.....	4,731 62
Sackett's Harbor, Rome and N. Y.,	163,539 46	139,388 67	154,099 62	175,604 48	142,192 67
Saratoga and Whitehall,.....	.....	227,457 70	262,168 37	263,061 73	234,580 80
Second Avenue,	262,048 90	280,617 86	323,956 44	369,945 40	344,540 03
Sixth Avenue,.....	.....	.....	.....	15,719 92	16,543 43
Staten Island, .....	.....	177,627 85	196,401 92	227,488 65	231,270 48
Syracuse, Binghamton and N. Y.,...	419,029 90	403,055 08	502,951 55	610,597 17	595,724 02
Third Avenue,.....	156,770 96	125,042 55	218,689 47	312,065 61	271,158 62
Troy and Boston,.....	.....	.....	.....	.....	65,344 04
Utica and Black River,.....	.....	.....	.....	.....	353,441 72
Watertown and Rome,	404,208 77	391,973 40	362,993 92	351,167 56	

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR TRANSPORTATION EXPENSES.				
	1867.	1868.	1869.	1890.	1891.
Black River and Utica,	\$39,268 73	\$28,091 92	\$29,988 79	\$35,848 79	\$34,121 03
Broadway R. R. of Brooklyn, .....	.....	.....	23,280 63	33,401 00	84,591 94
Brooklyn Central and Jamaica, .....	.....	.....	.....	40,507 69	391,870 63
Brooklyn City,	287,832 97	288,771 22	354,904 89	409,959 33	406,140 03
Buffalo, New York and Erie, .....	.....	301,632 09	368,928 24	337,046 13	528,117 54
Buffalo and State Line,	640,106 11	480,507 05	428,048 78	412,972 78	49,141 55
Cayuga and Susquehanna, .....	.....	54,328 39	.....	47,221 51	255,228 93
Eighth Avenue,	194,383 44	177,753 91	252,871 64	274,121 84	.....
Hudson and Boston, .....	.....	47,367 60	51,804 52	.....	.....
Hudson River,	1,213,947 92	1,041,773 43	1,078,540 60	1,269,024 84	1,422,552 82
Long Island,	203,283 37	213,946 56	249,200 65	278,736 04	211,244 52
New York Central,	4,453,515 54	3,487,292 47	3,349,429 11	4,278,840 81	4,647,979 11
New York and Erie,	3,844,812 82	3,791,457 62	3,043,168 97	3,380,596 07	3,759,035 52
New York and Flushing, .....	.....	.....	9,894 10	10,006 40	4,153 66
New York and Harlem,	840,730 69	617,061 47	695,995 97	709,134 81	753,727 26
New York and New Haven,	575,553 06	638,564 40	666,102 67	653,517 37	682,495 62
Ninth Avenue, .....	.....	.....	5,088 25	70,430 72	75,430 76
Northern,	335,932 18	283,793 93	264,115 58	354,985 18	335,576 47
Oswego and Syracuse,	70,619 06	54,649 63	51,923 95	54,917 82	53,748 84
Potsdam and Watertown,	25,693 02	49,672 54	52,466 39	43,175 11	59,352 02
Rensselaer and Saratoga,	132,333 59	110,982 77	127,132 86	197,649 38	193,961 42
Rochester and Genesee Valley, .....	.....	.....	.....	11,010 60	13,627 88
Sackett's Harbor, Rome and N. Y., .....	.....	.....	.....	.....	5,949 89

Saratoga and Whitehall,	113,519 47	95,723 46	106,816 79	115,491 14	110,503 07
Second Avenue, .....	.....	.....	180,644 02	208,862 43	196,800 38
Sixth Avenue,	162,060 27	178,226 24	216,684 99	261,698 64	291,404 26
Staten Island, .....	.....	.....	.....	3,920 94	.....
Syracuse, Binghamton and N. York, .....	.....	100,700 61	84,247 34	87,671 97	93,923 55
Third Avenue,	263,692 02	242,811 53	307,188 03	485,797 46	480,018 85
Troy and Boston,	75,944 83	71,753 69	167,079 64	217,229 38	207,427 76
Utica and Black River, .....	.....	.....	.....	.....	38,638 58
Watertown and Rome,	243,498 64	232,667 41	208,242 50	173,099 82	188,769 48

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1887.	1888.	1889.	1890.	1891.
Black River and Utica,.....	\$13,756 70	\$19,300 05	\$16,400 60	\$18,077 50	\$14,350 00
Blossburgh and Corning,.....	14,350 00	14,350 00	14,350 00	14,350 00	10,898 60
Brooklyn Central and Jamaica,.....	.....	.....	.....	2,957 50	10,491 99
Brooklyn City,.....	1,587 63	672 63	.....	.....	163,324 31
Buffalo, New York and Erie,.....	.....	1,490 56	150,224 02	181,416 15	96,160 90
Buffalo and State Line,.....	81,020 47	79,216 57	73,625 04	100,834 96	20,689 02
Cayuga and Susquehanna,.....	.....	.....	.....	25,567 50	695,547 99
Hudson River,.....	650,399 77	634,969 14	647,700 47	631,647 89	38,580 80
Long Island,.....	34,125 06	33,077 39	33,849 33	33,904 50	1,176,942 31
New York Central,.....	970,871 12	976,192 18	1,146,813 39	1,160,538 54	1,525,230 00
New York and Erie,.....	.....	1,442,201 23	709,175 52	696,920 00	6,028 21
New York and Flushing,.....	.....	.....	3,980 00	9,450 00	403,318 41
New York and Harlem,.....	393,012 22	406,793 29	388,142 50	392,882 82	129,448 33
New York and New Haven,.....	172,573 33	142,640 00	142,585 00	145,194 80	1,470 00
Ninth Avenue,.....	.....	.....	.....	.....	108,177 55
Northern,.....	110,415 00	100,135 25	98,903 50	107,592 76	14,945 00
Oswego and Syracuse,.....	15,173 51	14,480 08	15,836 53	16,205 43	56,000 00
Potsdam and Watertown,.....	27,325 27	48,848 14	38,052 44	39,586 95	15,700 29
Rensselaer and Saratoga,.....	9,612 97	9,601 63	10,469 40	9,244 52	11,784 72
Rochester and Genesee Valley,....	12,164 51	12,041 74	12,471 39	11,592 28	5,880 00
Saratoga and Schenectady,.....	7,105 00	6,440 00	6,055 00	5,880 00	41,188 86
Saratoga and Whitehall,.....	39,696 35	39,491 17	40,789 82	40,235 70	.....

Second Avenue, .....	.....	38,544 94	24,500 00	24,500 00	33,973 65
Sixth Avenue,	1,274 00	12,844 82	.....	7,149 29	3,824 11
Staten Island, .....	.....	.....	.....	120,758 82	115,976 94
Syracuse, Binghamton and N. Y., ..	.....	2,568 32	105,304 50	9,444 07	24,150 00
Third Avenue, .....	.....	6,575 73	5,993 83	15,483 59	10,452 18
Troy and Bennington,	3,500 00	3,164 88	10,066 00	79,496 15	87,351 60
Troy and Boston,	11,618 00	74,200 80	77,272 03	.....	17,766 75
Troy and Black River,	64,309 56	.....	.....	51,980 89	58,353 51
Utica and Black River, .....	.....	.....	.....	.....	.....
Watertown and Rome,	53,465 48	53,326 01	52,369 01	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR DIVIDENDS.				
	1867.	1868.	1869.	1870.	1871.
Blossburgh and Corning,	\$12,500 00	\$12,500 00	\$12,500 00	.....	\$7,000 00
Broadway Railroad of Brooklyn, ..	.....	.....	.....	.....	9,411 00
Brooklyn Central and Jamaica, ....	.....	.....	.....	\$14,743 00	80,000 00
Brooklyn City,	77,434 20	80,000 00	80,000 00	80,000 00	216,000 00
Buffalo and State Line,	143,000 00	108,000 00	216,000 00	216,000 00	96,000 00
Eighth Avenue, .....	.....	96,000 00	104,000 00	120,000 00	.....
Hudson and Boston, .....	.....	10,500 00	10,500 00	.....	.....
New York Central,	1,919,564 00	1,919,564 00	1,679,782 00	1,440,000 00	1,440,000 00
New York and Harlem,	45,000 00	.....	.....	.....	.....
New York and New Haven,	90,000 00	.....	90,000 00	.....	180,000 00
Oswego and Syracuse,	35,436 50	37,097 93	31,382 00	38,473 75	30,378 00
Rensselaer and Saratoga,	48,800 00	18,300 00	36,600 00	36,600 00	18,300 00
Saratoga and Whitehall,	10,000 00	.....	.....	.....	.....
Second Avenue, .....	.....	12,544 00	51,544 00	52,000 00	39,000 00
Sixth Avenue,	75,000 00	75,000 00	90,000 00	90,000 00	67,500 00
Third Avenue,	93,600 00	93,600 00	117,000 00	122,850 00	140,400 00
Watertown and Rome,	119,777 42	44,952 00	44,955 00	149,870 00	89,940 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

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A LIST

Of all the Railroad Corporations now existing, as well as of those which ever have had an existence in the State of New York, arranged alphabetically, with references made to all the essential legislative enactments, &c., connected with the same.

ADIRONDAC RAILROAD COMPANY.

An act to incorporate: chap. 120, Laws of 1839.

ADIRONDAC ESTATE AND RAILROAD COMPANY.

An act to facilitate the completion of the *Lake Ontario and Hudson River Railroad Company*, authorizing the formation of a new company: chap. 37, Laws of 1860.

Articles of association filed August 11, 1860.

An act to amend the act to facilitate the completion of the *Lake Ontario and Hudson River Railroad Company*: chap. 45, Laws of 1861.

ALBANY RAILROAD COMPANY.

Articles of association filed February 26, 1861.

ALBANY, BENNINGTON AND RUTLAND RAILROAD COMPANY.

Articles of association filed April 25, 1850.

ALBANY TO COHOES.

An act to declare the public utility of a railroad from Albany to Cohoes: chap. 237, Laws of 1848.

ALBANY NORTHERN RAILROAD COMPANY.

Articles of association filed February 20, 1861.

An act to enable the city of Albany to aid this company : chap. 63, Laws of 1854.

This corporation was dissolved October 15, 1856. A new corporation was created under the name of the *Albany, Vermont and Canada Railroad Company*.

ALBANY AND SARATOGA RAILROAD COMPANY.

Articles of association filed June 28, 1852.

ALBANY AND SARATOGA SPRINGS RAILROAD COMPANY.

Articles of association filed January 6, 1853.

ALBANY AND SCHENECTADY RAILROAD COMPANY.

An act to authorize the *Mohawk and Hudson Railroad Company* to change its name to the above : chap. 91, Laws of 1847.

An act to authorize this company to carry freight by paying tolls to the State : chap. 270, Laws of 1847.

An act to authorize this company to issue stock or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act to authorize this company to borrow a sum of money not to exceed \$300,000, to pay outstanding bonds and to complete double track : chap. 20, Laws of 1851.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act this company was consolidated with others forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

ALBANY AND SCHENECTADY TURNPIKE COMPANY.

An act extending the powers of this company, with the privilege to convert a portion of its road into a *railroad* : chap. 319, Laws of 1830.

ALBANY AND SUSQUEHANNA RAILROAD COMPANY.

Articles of association filed April 19, 1851.

An act to authorize the village of Binghamton to take stock in this company : chap. 113, Laws of 1852.

An act to authorize the city of Albany to make a loan to this company to the amount of \$1,000,000 : chap. 195, Laws of 1852.

An act to amend the act authorizing the village of Binghamton to take stock in this company : chap. 373, Laws of 1852.

An act to extend the time for a compliance with the 47th section of the general railroad act : chap. 42, Laws of 1853.

An act to extend the time for the completion of this road : chap. 419, Laws of 1855.

An act to authorize any town in the counties of Schenectady, Schoharie, Otsego, Delaware, Chenango or Broome, to subscribe to the capital stock of this company : chap. 64, Laws of 1856.

An act to extend the time for the completion of this road : chap. 398, Laws of 1857.

An act to amend the act authorizing any town in the counties of Schenectady, Schoharie, &c., to subscribe to the capital stock of this company : chap. 401, Laws of 1857.

An act to increase the capital stock of this company, and to regulate the manner of town subscriptions : chap. 384, Laws of 1859.

ALBANY AND VERMONT RAILROAD COMPANY.

The *Albany, Vermont and Canada Railroad* was sold under foreclosure of mortgage, September 15, 1859, to Abijah Mann, Jr., who associated with him other parties and formed a company under the above name.

Articles of association filed October 6, 1859.

The line of the road lying between Albany and the junction with the road of the *Rensselaer and Saratoga Railroad Company* is leased in perpetuity to that company.

ALBANY, VERMONT AND CANADA RAILROAD COMPANY.

The *Albany Northern Railroad Company* was dissolved October 15, 1866, and a new corporation formed under the above name.

Articles of association filed November 7, 1866.

This road was sold under foreclosure of mortgage, September 15, 1859, and a new company formed, under the name of the *Albany and Vermont Railroad Company*.

ALBANY AND WEST STOCKBRIDGE RAILROAD COMPANY.

An act authorizing the *Castleton and West Stockbridge Railroad Company* to change its name as above: chap. 262, Laws of 1836.

An act authorizing the city of Albany to borrow \$250,000 to aid this company: chap. 390, Laws of 1837.

An act to amend the act of incorporation, passed May 5, 1836: chap. 96, Laws of 1838.

An act authorizing the city of Albany to borrow a sum of money, not to exceed \$400,000. for the benefit of this company: chap. 340, Laws of 1839.

An act to amend the act of incorporation, time extended, &c., chap. 111, Laws of 1840.

An act authorizing the increase of the capital stock: chap. 290, Laws of 1841.

An act authorizing the city of Albany to borrow a sum of money, not to exceed \$350,000, for the benefit of this company: chap. 347, Laws of 1841.

This company have leased their road to the *Western Railroad Corporation* of Massachusetts.

ALBION AND TONAWANDA RAILROAD COMPANY.

An act to incorporate: chap. 160, Laws of 1832.

AMERICAN MINERAL COMPANY.

An act authorizing this company to construct a tram or mine railroad: chap. 372, Laws of 1857.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY IN NEW YORK.

Articles of association filed May 18, 1859.

An act authorizing the sale of the whole or a part of the *Erie and New York City railroad* to this company: chap. 234, Laws of 1860. By virtue of this act, this company purchased about thirty-eight miles of said railroad and adopted it as part of their line.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY OF NEW YORK.

Articles of association filed December 9, 1858, at 9 o'clock, A. M. Ten miles of the road of this company was taken as part of the line of road of the *Atlantic and Great Western Railroad Company in New York*, and the company dissolved August 16, 1860.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY OF NEW YORK.

Articles of association filed December 9, 1858.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

An act to incorporate : chap. 635, Laws of 1853.

ATTICA AND ALLEGANY VALLEY RAILROAD COMPANY.

Articles of association filed November 4, 1852.

An act to authorize any railroad company to subscribe to the stock of this company : chap. 460, Laws of 1853.

An act to authorize the change of the line of the road of this company : chap. 500, Laws of 1853.

An act authorizing any town in the counties of Wyoming and Cattaraugus to subscribe for the stock of this company, &c. : chap. 653, Laws of 1853.

An act to amend the act authorizing any town in the counties of Wyoming and Cattaraugus to subscribe for stock : chap. 374, Laws of 1854.

ATTICA AND BUFFALO RAILROAD COMPANY.

An act to incorporate : chap. 242, Laws of 1836.

An act to amend the act of incorporation, time extended : chap. 283, Laws of 1838.

An act in relation to the organization of this company : chap. 80, Laws of 1842.

An act to further amend the act of incorporation : chap. 169, Laws of 1843.

An act authorizing this company to carry freight and requiring the payment of tolls upon the same : chap. 335, Laws of 1844.

An act to further amend the act of incorporation, capital stock increased, &c. : chap. 29, Laws of 1847. .

An act to authorize this company to carry freight by paying tolls to the state : chap. 270, Laws of 1847.

An act to authorize this company to issue stock or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act to further amend the act of incorporation : chap. 113, Laws of 1849.

An act to authorize the consolidation of this company with the *Tonawanda Railroad Company* : chap. 236, Laws of 1850.

By virtue of this act a union was formed between this company and the *Tonawanda Railroad Company*, under the name of the *Buffalo and Rochester Railroad Company*.

Articles of Association filed December 7, 1850.

ATTICA AND HORNELLSVILLE RAILROAD COMPANY.

An act to incorporate : chap. 336, Laws of 1845.

An act to amend the act of incorporation, time extended : chap. 353, Laws of 1849.

An act further to amend the charter, extending the time for the construction of this road : chap. 5, Laws of 1850.

An act to authorize the *Buffalo and Rochester Railroad Company* to sell and convey to this company the whole or any part of its real estate, railroad track, &c. : chap. 76, Laws of 1851.

An act further to amend the charter, authorizing the extension of the road to the city of Buffalo, and the change of the corporate name : chap. 77, Laws of 1851.

By virtue of this act the corporate name of the company was changed to the *Buffalo and New York City Railroad Company*.

An act authorizing any railroad corporation in the state to subscribe for the capital stock of this company : chap. 117, Laws of 1851.

ATTICA AND SHELDON RAILROAD COMPANY.

An act to incorporate : chap. 415, Laws of 1836.

AUBURN TO BINGHAMTON.

An act to declare the public use of a railroad from Auburn to Binghamton: chap. 71, Laws of 1849.

AUBURN AND CANAL RAILROAD COMPANY.

An act to incorporate: chap. 233, Laws of 1832.

AUBURN TO ITHACA.

An act to declare the use of a railroad from Auburn to Ithaca: chap. 243, Laws of 1848.

AUBURN AND ROCHESTER RAILROAD COMPANY.

An act to incorporate: chap. 349, Laws of 1836.

An act to amend the act of incorporation: chap. 11, Laws of 1837.

An act to amend the act of incorporation: chap. 290, Laws of 1838.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company to the amount of \$200,000: chap. 195, Laws of 1840.

An act further to amend the act of incorporation: chap. 184, Laws of 1841.

An act authorizing the *Tonawanda Railroad Company* to connect their road with this road: chap. 50, Laws of 1844.

An act authorizing this company to carry freight, and requiring the payment of tolls on the same: chap. 335, Laws of 1844.

An act for the relief of this company: chap. 179, Laws of 1846.

An act to authorize this company to borrow a sum of money not to exceed \$600,000: chap. 93, Laws of 1847.

An act authorizing this company to carry freight by paying tolls to the state: chap. 270, Laws of 1847.

An act to authorize this company to issue stock or borrow money to provide for the construction of a second track: chap. 405, Laws of 1847.

An act to unite the *Auburn and Syracuse Railroad Company* with this company : chap. 239, Laws of 1850.

By this union the *Rochester and Syracuse Railroad Company* was formed.

An act making an appropriation to redeem the state stock issued to this company : chap. 6, Laws of 1861.

AUBURN AND SYRACUSE RAILROAD COMPANY.

An act to incorporate : chap. 228, Laws of 1834.

An act authorizing the commissioners of the land office to sell state lands to this company : chap. 158, Laws of 1837.

An act to amend the act of incorporation : chap. 57, Laws of 1838.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company to the amount of \$200,000 : chap. 293, Laws of 1838.

An act to amend the charter : chap. 257, Laws of 1839.

An act authorizing this company to carry freight and requiring the payment of tolls on the same : chap. 335, Laws of 1844.

An act to amend the charter, authorizing the increase of the capital stock, &c. : chap. 131, Laws of 1847.

An act authorizing this company to carry freight by paying tolls to the state : chap. 170, Laws of 1847.

An act to authorize this company to issue stock or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act to unite the *Auburn and Rochester Railroad Company* with this company : chap. 239, Laws of 1850.

By this union the *Rochester and Syracuse Railroad Company* was formed.

AURORA AND BUFFALO RAILROAD COMPANY.

An act to incorporate : chap. 132, Laws of 1832.

An act to amend the charter, extending the time for the completion of this road : chap. 278, Laws of 1837.

AVENUE D, EAST BROADWAY, &C.

An act to authorize the construction of a railroad in Avenue D, East Broadway, and other streets and avenues of the city of New York : chap. 512, Laws of 1860.

AVON, GENESEO AND MT. MORRIS RAILROAD COMPANY.

Articles of association filed March 8, 1860.

The *Genesee Valley Railroad* was sold under foreclosure of mortgage, on the 10th February, 1860, and a new company formed under the above name.

BATAVIA AND CHEEKTAWAGA RAILROAD COMPANY.

Articles of association filed August 22, 1850.

BATH AND CROOKED LAKE RAILROAD COMPANY.

An act to incorporate : chap. 83, Laws of 1831.

An act to revive the act of incorporation : chap. 263, Laws of 1834.

BINGHAMTON AND SUSQUEHANNA RAILROAD COMPANY.

An act to incorporate : chap. 289, Laws of 1833.

BLACK RIVER COMPANY.

An act to incorporate, with power of connecting, by railroads or canals, the Erie canal with the waters flowing into the St. Lawrence : chap. 174, Laws of 1832.

BLACK RIVER RAILROAD COMPANY.

An act to incorporate : chap. 419, Laws of 1836.

BLACK RIVER AND UTICA RAILROAD COMPANY.

Articles of association filed January 31, 1853.

An act to authorize the city of Utica to take stock in this company, to an amount not exceeding \$250,000 : chap. 278, Laws of 1853.

An act to empower this company to apply for commissioners of appraisals on land : chap. 12, Laws of 1854.

An act authorizing the increase of the rate of fare for the transportation of passengers on this road : chap. 117, Laws of 1856.

An act to extend the time for the completion of this road, and to authorize the construction of side branches : chap. 226, Laws of 1857.

An act to amend the act authorizing the city of Utica to take stock in this company : chap. 1, Laws of 1858.

An act for the relief of the holders of the mortgage bonds of this company, and to enable them to organize a new company : chap. 234, Laws of 1860.

By virtue of this act, the *Utica and Black River Railroad Company* was formed.

Articles of association filed May 22, 1861.

BLOSSBURGH AND CORNING RAILROAD COMPANY.

In pursuance of chap. 90, Laws of 1851, articles of association were filed May 19, 1854.

This road extends from the village of Corning to the Pennsylvania State Line. See *Corning and Blossburgh Railroad*.

BOSTON TO THE HUDSON RIVER.

An act to facilitate the construction of a railroad from the city of Boston to the Hudson River : chap. 213, Laws of 1828.

At the time of the passage of the above act, it was supposed this road would reach the waters of the Hudson river at the city of Hudson. That portion of this road as now constructed, within the State of Massachusetts, is called the *Western Railroad*. The remaining portion, from the state line of Massachusetts to the city of Hudson, was originally called the *Hudson and Berkshire Railroad*. It is now called the *Hudson and Boston Railroad*.

BREWERTON AND SYRACUSE RAILROAD COMPANY.

An act to incorporate : chap. 302, Laws of 1836.

BROADWAY RAILROAD COMPANY OF BROOKLYN.

An act to authorize the laying of a railroad track in Broadway, and through certain other streets in the city of Brooklyn, and New Lots, in the county of Kings : chap. 303, Laws of 1858.

Articles of association filed August 20, 1858.

An act to amend the act to authorize the laying of a railroad in Broadway, &c. : chap. 461, Laws of 1860.

An act to amend the act to authorize the laying of a railroad track in Broadway, &c. : chap. 222, Laws of 1861.

BROOKLYN CENTRAL RAILROAD COMPANY.

Articles of association filed August 31, 1859.

Articles of association filed August 8, 1860.

An act to authorize this company and the *Brooklyn and Jamaica Railroad* to consolidate and continue their roads : chap. 460, Laws of 1860.

In pursuance of the above act the roads were consolidated in August, 1860, under the name of the *Brooklyn Central and Jamaica Railroad Company*.

BROOKLYN CENTRAL AND JAMAICA RAILROAD COMPANY.

An act to authorize the *Brooklyn Central Railroad Company* and the *Brooklyn and Jamaica Railroad Company* to consolidate and continue their roads : chap. 460, Laws of 1860.

In pursuance of the above act the roads were consolidated in August, 1860, under the above name.

An act to confirm an agreement between this company and the *Brooklyn City Railroad Company* : chap. 39, Laws of 1861.

Articles of agreement filed June 6, 1861.

BROOKLYN CITY RAILROAD COMPANY :

Articles of association filed December 17, 1853.

An act in relation to this road, route described, chap. 77, Laws of 1854.

An act to amend the act in relation to this road : chap. 274, Laws of 1855.

An act to confirm an agreement between this company and the *Brooklyn Central and Jamaica Railroad Company*: chap. 39, Laws of 1861.

Articles of agreement filed June 6, 1861.

BROOKLYN CITY AND NEWTOWN RAILROAD COMPANY.

Articles of association filed May 22, 1860.

BROOKLYN CITY AND RIDGEWOOD RAILROAD COMPANY.

Articles of association filed February 1, 1861.

BROOKLYN, FORT HAMILTON, BATH AND CONEY ISLAND RAILROAD COMPANY.

An act to incorporate: chap. 306, Laws of 1836.

BROOKLYN AND JAMAICA RAILROAD COMPANY.

An act to incorporate: chap. 256, Laws of 1832.

An act authorizing this company to lease their road to the *Long Island Railroad Company*: chap. 94, Laws of 1836.

An act to authorize this company to alter the route of the Brooklyn and Jamaica turnpike road: chap. 377, Laws of 1837.

An act authorizing this company to sell portions of the Brooklyn and Jamaica turnpike road, and the Brooklyn and Flatbush turnpike road, to the city of Brooklyn: chap. 310, Laws of 1846.

An act to amend the act of incorporation: chap. 373, Laws of 1848.

An act relative to railroads on Long Island, authorizing this company to cede a certain piece of land to the city of Brooklyn, &c.: chap. 220, Laws of 1853.

An act relative to Atlantic Avenue, &c., in the city of Brooklyn: chap. 475, Laws of 1855.

An act to authorize this company and the *Brooklyn Central Railroad Company* to consolidate and continue their roads: chap. 460, Laws of 1860.

In pursuance of the above act the roads were consolidated in August, 1860, under the name of the *Brooklyn Central and Jamaica Railroad Company*.

BUFFALO AND ALLEGANY VALLEY RAILROAD COMPANY.

Articles of association filed May 30, 1863.

An act to authorize this company to sell and convey all its property and effects to the *Buffalo and Pittsburgh Railroad Company*: chap. 231, Laws of 1858.

BUFFALO AND BATAVIA RAILROAD COMPANY.

An act to incorporate: chap. 241, Laws of 1838.

BUFFALO AND BLACK ROCK RAILROAD COMPANY.

An act to incorporate: chap. 292, Laws of 1833.

An act to authorize this company to construct their road over and upon certain state lands: chap. 91, Laws of 1834.

An act to authorize the appraisal of canal damages to this company: chap. 289, Laws of 1851.

BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

An act to authorize the *Buffalo and Pittsburgh Railroad Company* to consolidate with the *Buffalo and Bradford Railroad Company*, whose road is located in the State of Pennsylvania: chap. 102, Laws of 1858.

In pursuance of the above act, the roads were consolidated under the above name.

Articles of association filed March 22, 1859.

An act to amend the act authorizing the city of Buffalo to loan its bonds to the *Buffalo and Pittsburgh Railroad Company*: chap. 348, Laws of 1859.

An act to extend the time for the completion of this road: chap. 40, Laws of 1860.

BUFFALO BRANCH OF THE ERIE RAILWAY COMPANY.

On the 21st day of March, 1861, the portion of the *Buffalo and New York City railroad* between Attica and Hornellsville, was sold under mortgage foreclosure, and purchased by Dudley S. Gregory and J. C. Bancroft Davis, who associated with them other parties and formed a company under the above name.

Articles of association filed June 13, 1861.

BUFFALO AND CONHOCTON VALLEY RAILROAD COMPANY.

Articles of association filed July 26, 1850.

An act to change the name of this company to the *Buffalo, Corning and New York Railroad Company*, and for other purposes: chap. 41, Laws of 1852.

The certificate of the directors of this company assenting to the provisions of chap. 41, Laws of 1852, filed April 9, 1852.

BUFFALO, CORNING AND NEW YORK RAILROAD COMPANY.

An act to change the name of the *Buffalo and Conhocton Valley Railroad Company* to the above: chap. 41, Laws of 1852.

The certificate of the directors of the *Buffalo and Conhocton Valley Railroad Company* consenting to such change, filed April 9, 1852.

An act to increase the capital stock of this company: chap. 156, Laws of 1854.

An act to extend the time for the completion of this road: chap. 460, Laws of 1855.

The portion of this road, extending from Batavia to Corning, one hundred miles, was sold to the *Buffalo, New York and Erie Railroad Company*, October 31, 1857.

BUFFALO AND ERIE RAILROAD COMPANY.

An act to incorporate: chap. 129, Laws of 1832.

An act to amend the act of incorporation: chap. 263, Laws of 1836.

BUFFALO AND HINSDALE RAILROAD COMPANY.

An act to incorporate: chap. 256, Laws of 1846.

BUFFALO AND INTERNATIONAL RAILROAD COMPANY.

Articles of association filed March 13, 1857.

BUFFALO AND LAKE HURON RAILROAD COMPANY.

An act to authorize this company to purchase and hold real estate: chap. 360, Laws of 1857.

An act to declare the *Buffalo and Lake Huron Railroad Company* a corporation under and by virtue of the general railroad act : chap. 121, Laws of 1858.

Articles of association filed June 19, 1858.

BUFFALO AND LOCKPORT RAILROAD COMPANY.

Articles of association filed April 29, 1852.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

BUFFALO AND NEW YORK RAILROAD COMPANY.

Articles of association filed January 22, 1851.

BUFFALO AND NEW YORK CITY RAILROAD COMPANY.

The *Attica and Hornellsville Railway Company* changed their corporate name to the above, by virtue of chap. 77, Laws of 1851.

Articles of association filed April 18, 1851.

An act to authorize the construction of branch tracks for freighting, &c. : chap. 168, Laws of 1853.

An act to authorize the construction of a branch road from Burns to Dansville : chap. 525, Laws of 1853.

An act to authorize this company to increase its capital, and issue preferred stock : chap. 336, Laws of 1854.

The portion of this road from Buffalo to Attica, 31 miles, was sold to the *Buffalo, New York and Erie Railroad Company*, October 31, 1857.

The portion of this road from Attica to Hornellsville was sold under mortgage foreclosure, on the 21st of March, 1861, to Dudley S. Gregory and J. C. Bancroft Davis, who associated with them other parties and formed a company under the name of the *Buffalo Branch of the Erie Railway Company*.

BUFFALO, NEW YORK AND ERIE RAILROAD COMPANY.

Articles of association filed October 24, 1857.

This road extends from Buffalo to Attica, thence to Batavia and thence to Corning, a total distance of 142 miles. The portion from Batavia to Corning, 100 miles, was purchased of the *Buffalo, Corning and New York Railroad Company*, October 31, 1857. The portion from Buffalo to Attica, 31 miles, was at the same time purchased of the *Buffalo and New York City Railroad Company*. The portion from Attica to Batavia was newly constructed and opened, forming a connection between the other portions, June 20, 1858.

An act relating to the mode by which this company may acquire title to real estate, for the purpose of its incorporation : chap. 29, Laws of 1858.

BUFFALO AND NIAGARA FALLS RAILROAD COMPANY.

An act to incorporate : chap. 269, Laws of 1834.

An act to amend the act of incorporation : chap. 41, Laws of 1837.

An act to amend the charter : chap. 73, Laws of 1841.

An act to amend the act of incorporation, road to be re-located, &c. : chap. 213, Laws of 1846.

An act to amend the charter : chap. 252, Laws of 1849.

An act in relation to the *Lewiston Railroad Company* : chap. 105, Laws of 1850.

An act to authorize the *Lewiston Railroad Company* to unite with this company in one corporation : chap. 275, Laws of 1851.

An act authorizing this company to subscribe for stock in any railroad company, not to exceed the sum of \$75,000, &c. : chap. 297, Laws of 1852.

The stock of this company was exchanged for the stock of the *New York Central Railroad Company*, by virtue of act, chap. 302, Laws of 1855. This road now forms a part of the *New York Central Railroad*.

BUFFALO AND PITTSBURGH RAILROAD COMPANY :

Articles of association filed October 13, 1852.

An act to authorize the city of Buffalo to loan its bonds to this company to the amount of \$400,000: chap. 256, Laws of 1853.

An act to amend the act authorizing the city of Buffalo to loan its bonds to this company: chap. 351, Laws of 1853.

An act authorizing this company to terminate its road at the northerly line of the State of Pennsylvania: chap. 496, Laws of 1853.

An act to authorize any town in the counties of Erie and Cattaraugus to subscribe for stock in this company: chap. 337, Laws of 1854.

An act authorizing the use of iron rails on a portion of this road, of less weight than is required by the general railroad act: chap. 151, Laws of 1856.

An act to extend the time for the completion of this road: chap. 219, Laws of 1857.

An act to authorize this company to consolidate with the *Buffalo and Bradford Railroad Company*, whose road is located in the State of Pennsylvania: chap. 102, Laws of 1858.

In pursuance of the above act the roads were consolidated under the name of the *Buffalo, Bradford and Pittsburgh Railroad Company*.

An act to authorize this company to purchase the property and effects of the *Buffalo and Allegany Valley Railroad Company*: chap. 231, Laws of 1858.

BUFFALO, PITTSBURGH AND ST. LOUIS RAILROAD COMPANY.

Articles of association filed October 14, 1852.

BUFFALO AND ROCHESTER RAILROAD COMPANY.

The *Attica and Buffalo Railroad Company*, and the *Tonawanda Railroad Company*, consolidated by virtue of chap. 236, Laws of 1850, under the above name.

Articles of association filed December 7, 1850.

An act to authorize this company to sell and convey to the *Attica and Hornellsville Railroad Company*, the whole or any part of its real estate, railroad track, &c.: chap. 76, Laws of 1851.

An act to amend the charter, time extended : chap. 91, Laws of 1852.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act this company was consolidated May 17, 1853, with others forming the *New York Central Railroad Company*.

Consolidation agreement filed July 7, 1853.

BUFFALO AND STATE LINE RAILROAD COMPANY.

An act to declare the public utility of a railroad from Buffalo to the State Line between New York and Pennsylvania : chap. 301, Laws of 1848.

Articles of association filed October 13, 1849.

An act to facilitate the construction of this road : chap. 147, Laws of 1850.

An act to confirm the organization of this company, &c. : chap. 43, Laws of 1852.

An act to authorize this company to purchase or lease the property and effects of the *Erie and Northeast Railroad Company* : chap. 362, Laws of 1857.

BUFFALO STREET RAILROAD COMPANY.

Articles of association filed April 6, 1860.

This company is exempted from making an annual report to the State Engineer and Surveyor, by chap. 145, Laws of 1860.

BUFFALO, TONAWANDA AND NIAGARA FALLS RAILROAD COMPANY.

Articles of association filed July 1, 1853.

CANAJOHARIE AND CATSKILL RAILROAD COMPANY.

An act to incorporate : chap. 265, Laws of 1830.

An act to amend the act of incorporation : chap. 217, Laws of 1837.

An act authorizing the village of Catskill to subscribe for 2,000 shares of stock of this company : chap. 321, Laws of 1837.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company, to the amount of \$300,000 : chap. 240, Laws of 1838.

CANANDAIGUA AND CORNING RAILROAD COMPANY.

An act to incorporate : chap. 328, Laws of 1845.

An act to amend the charter : chap. 181, Laws of 1846.

An act to amend the act of incorporation : chap. 70, Laws of 1847.

An act to amend the act of incorporation, limiting the time for commencing the construction of this road : chap. 129, Laws of 1849.

An act to amend the charter, authorizing the connection of this road with the *Chemung Railroad* : chap. 54, Laws of 1850.

In accordance with chapter 54, Laws of 1850, the name of this corporation was changed to the *Canandaigua and Elmira Railroad Company*.

CANANDAIGUA AND ELMIRA RAILROAD COMPANY.

In accordance with chapter 54, Laws of 1850, the name of the *Canandaigua and Corning Railroad Company* was changed as above.

Articles of association filed September 14, 1852.

This road was sold under mortgage foreclosure and the name changed to the *Elmira, Canandaigua and Niagara Falls Railroad Company*, April 24, 1857.

CANANDAIGUA AND NIAGARA FALLS RAILROAD COMPANY.

Articles of association filed March 18, 1851.

This road was sold to James M. Brown and others, and the name changed to the *Niagara Bridge and Canandaigua Railroad Company*. The road was leased from May 1st, 1858, for the term of the company's charter, to the *New York Central Railroad Company*.

CANANDAIGUA RAILWAY AND TRANSPORTATION COMPANY.

An act to incorporate : chap. 196, Laws of 1828.

CANANDAIGUA AND SYRACUSE RAILROAD COMPANY.

Articles of association filed November 30, 1853.

CASSADAGA AND ERIE RAILROAD COMPANY.

An act to incorporate : chap. 408, Laws of 1836.

CASTLETON AND WEST STOCKBRIDGE RAILROAD COMPANY.

An act to incorporate : chap. 292, Laws of 1834.

An act to amend the act of incorporation ; the name of this corporation changed to the *Albany and West Stockbridge Railroad Company* : chap. 262, Laws of 1836.

CATSKILL AND ITHACA RAILROAD COMPANY.

An act to incorporate : chap. 306, Laws of 1828.

An act to amend the act of incorporation : chap. 62, Laws of 1829.

CAYUGA AND SUSQUEHANNA RAILROAD COMPANY.

The *Ithaca and Owego Railroad* was sold by the controller, May 20, 1842, and a new company incorporated under the above name : chap. 221, Laws of 1843.

An act to amend the act of incorporation : chap. 180, Laws of 1846.

An act to amend the act of incorporation, authorizing the company to borrow money, &c. : chap. 150, Laws of 1847.

An act to grant the use of a pier in the Cayuga lake to this company : chap. 231, Laws of 1850.

An act to amend the charter authorizing the construction of a double track, increase of capital stock, &c. : chap. 103, Laws of 1851.

An act to reduce the capital stock of this company : chap. 94, Laws of 1859.

CENTRAL CITY RAILROAD COMPANY.

An act to authorize the laying of a railroad track through certain streets in the city of Syracuse : chap. 483, Laws of 1859.

By the 6th section of this act, this company is exempted from making an annual report to the State Engineer and Surveyor.

Articles of association filed May 1, 1860.

An act to authorize the construction of a railroad through certain streets in the city of Syracuse and town of Geddes : chap. 192, Laws of 1861.

CENTRAL PARK, NORTH AND EAST RIVER RAILROAD COMPANY.

An act to authorize the construction of a railroad track on Southwest and certain other streets in the city of New York : chap. 511, Laws of 1860.

Articles of association filed July 19, 1860.

CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY.

Articles of association filed March 6, 1851.

CHAUTAUQUA COUNTY RAILROAD COMPANY.

Articles of association filed August 6, 1851.

CHERRY VALLEY AND SPEAKERS HORSE POWER RAILROAD COMPANY.

An act to incorporate : chap. 255, Laws of 1860.

CHERRY VALLEY AND SUSQUEHANNA RAILROAD COMPANY.

An act to incorporate : chap. 278, Laws of 1836.

CHEMUNG RAILROAD COMPANY.

An act to incorporate : chap. 350, Laws of 1845.

An act to amend the act of incorporation, time extended : chap. 96, Laws of 1847.

An act to amend the act of incorporation ; change of the southern terminus of this road : chap. 82, Laws of 1853.

An act to amend the charter ; change of gauge : chap. 286, Laws of 1857.

This road is leased to the *New York and Erie Railroad Company*.

CHÊMUNG AND ITHACA RAILROAD COMPANY.

An act to incorporate : chap. 466, Laws of 1837.

An act to amend the act of incorporation ; time extended :
chap. 239, Laws of 1838.

CLIFTON AND SOUTH CLIFTON RAILROAD COMPANY.

Articles of association filed April 9, 1853.

CLYDE AND SODUS BAY RAILROAD COMPANY.

Articles of Association filed March 9, 1853.

COEYMANS RAILROAD COMPANY.

An act to incorporate : chap. 434, Laws of 1836.

COLD SPRING RAILROAD COMPANY.

An act to incorporate : chap. 299, Laws of 1839.

CONEY ISLAND AND BROOKLYN RAILROAD COMPANY.

Articles of association filed December 10, 1860.

An act to authorize this company to use rails of a less
weight than required by the general railroad act, &c.:
chap. 324, Laws of 1861.

COOPERSTOWN AND CHERRY VALLEY RAILROAD COMPANY.

An act to incorporate : chap. 422, Laws of 1837.

CORNING AND BLOSSBURGH RAILROAD COMPANY.

An act authorizing the *Tioga Coal, Iron Mining and
Manufacturing Company* to consolidate with the *Tioga
Railroad Company*, of the State of Pennsylvania, under
the above name : chap. 90, Laws of 1851.

That portion of this road within the State of New York is
called the *Blossburgh and Corning Railroad*.

CORNING AND OLEAN RAILROAD COMPANY.

Articles of association filed February 18, 1853.

COXSACKIE AND SCHENECTADY RAILROAD COMPANY.

An act to incorporate : chap. 434, Laws of 1837.

An act to amend the act of incorporation : chap. 225, Laws of 1838.

DANVILLE AND ROCHESTER RAILROAD COMPANY.

An act to incorporate : chap. 52, Laws of 1832.

DELAWARE RAILROAD COMPANY.

An act to incorporate : chap. 406, Laws of 1836.

DIVISION AVENUE RAILROAD COMPANY.

Articles of association filed April 12, 1853.

An act defining the route of this road : chap. 468, Laws of 1853.

An act to amend the act defining the route of this road : chap. 46, Laws of 1854.

DUTCHESS RAILROAD COMPANY.

Articles of association filed April 18, 1850.

DUNKIRK AND STATE LINE RAILROAD COMPANY.

An act to incorporate : chap. 61, Laws of 1832.

An act to incorporate : chap. 477, Laws of 1836.

EAST NEW YORK AND JAMAICA RAILROAD COMPANY.

Articles of association filed November 22, 1860.

EAST AND NORTH RIVER RAILROAD COMPANY.

An act to authorize the construction of a railway and tracks in the towns of West Farms, Westchester, Eastchester, New Rochelle, Yonkers and Morrisania, in the county of Westchester : chap. 143, Laws of 1860.

Articles of association filed April 2, 1861.

EIGHTH AVENUE RAILROAD COMPANY.

Articles of association filed January 10, 1855.

ELMIRA, CANANDAIGUA AND NIAGARA FALLS RAILROAD COMPANY.

The *Canandaigua and Elmira Railroad* was sold on mortgage foreclosure, and a new company created under the above name, April 24, 1867.

Articles of association filed May 2, 1857.

This road was sold under mortgage foreclosure, and a new company formed under the name of the *Elmira, Jefferson and Canandaigua Railroad Company*.

ELMIRA, JEFFERSON AND CANANDAIGUA RAILROAD COMPANY.

The *Elmira, Canandaigua and Niagara Falls Railroad* was sold under mortgage foreclosure to Charles Congdon and Robert B. Potter, who associated with them other parties and formed this company.

Articles of association filed February 18, 1859.

The road was leased to the New York and Erie Railroad Company, for 20 years from January 1, 1859.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

An act to incorporate: chap. 216, Laws of 1832.

An act to revive and amend the act of incorporation, chap. 190, Laws of 1816.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

The road of the *Williamsport and Elmira Railroad Company*, a company incorporated in the State of Pennsylvania, was sold under foreclosure of mortgage, and a new company formed under the above name, June 1, 1860.

Only eight miles of this railroad is located in this State.

ERIE RAILWAY COMPANY.

An act relating to the foreclosure and sale of the *New York and Erie Railroad*, authorizing the formation of a new company under the above name: chap. 160, Laws of 1860.

An act in addition to the act relating to the foreclosure and sale of the New York and Erie Railroad: chap. 119, Laws of 1861.

Articles of association filed June 25, 1861.

ERIE AND CATTARAUGUS RAILROAD COMPANY.

An act to incorporate: chap. 432, Laws of 1837.

ERIE AND NEW YORK CITY RAILROAD COMPANY.

Articles of association filed March 12, 1852.

An act authorizing this company to acquire title to real estate : chap. 592, Laws of 1853.

An act for the relief of this company : chap. 236, Laws of 1854.

An act authorizing the supervisors of certain towns in Chautauque and Cattaraugus counties to subscribe for the stock of this company : chap. 132, Laws of 1855.

An act to extend the time for the completion of this road : chap. 82, Laws of 1857.

An act to authorize the sale of the whole or a part of the road of this company to the *Atlantic and Great Western Railroad Company in New York* : chap. 234, Laws of 1860.

In pursuance of the foregoing act, about 38 miles of this road was sold to the *Atlantic and Great Western Railroad Company in New York*.

FISH HOUSE AND AMSTERDAM RAILROAD COMPANY.

An act to incorporate : chap. 316, Laws of 1832.

FISHKILL LANDING TO EASTERLY LINE OF THE STATE.

An act to declare the public utility of a railroad from Fishkill to the easterly line of the State of New York : chap. 338, Laws of 1848.

FLUSHING RAILROAD COMPANY.

Articles of association filed March 3, 1852.

An act authorizing the construction of draw-bridges across Flushing and Newtown creeks : chap. 164, Laws of 1853.

An act to amend the act authorizing the construction of draw-bridges : chap. 258, Laws of 1854.

This road was sold under mortgage foreclosure, and bid in by the bondholders, April, 1857.

On the 29th January, 1858, the road of this company was sold under foreclosure of mortgage to Abram S. Hewitt, who associated other parties with him and formed a new company under the name of the *New York and Flushing Railroad Company*.

FOURTEENTH STREET, &C.

An act to authorize the construction of a railroad in Fourteenth street, and in other streets and avenues of the city of New York : chap. 514, Laws of 1860.

FREDONIA AND VAN BUREN RAILROAD COMPANY.

An act to incorporate : chap. 417, Laws of 1836.

GENESEE AND CATTARAUGUS RAILROAD COMPANY.

An act to incorporate : chap. 425, Laws of 1837.

GENESEE AND HUDSON RAILROAD COMPANY.

Articles of association filed December 13, 1852.

GENESEE VALLEY RAILROAD COMPANY.

Articles of association filed July 12, 1856.

Similar articles of association filed May 2, 1857.

This road was sold under foreclosure of mortgage, February 10, 1860, and a new company formed under the name of the *Avon, Genesee and Mount Morris Railroad*.

Articles of Association filed March 8, 1860.

GENESEE RAILROAD COMPANY.

An act to incorporate : chap. 246, Laws of 1848.

An act to amend the act of incorporation, time extended : chap. 4, Laws of 1849.

GENESEE AND PITTSFORD RAILROAD COMPANY.

An act to incorporate : chap. 430, Laws of 1836.

GENEVA AND CANANDAIGUA RAILROAD COMPANY.

An act to incorporate : chap. 340, Laws of 1828.

An act to amend the act of incorporation : chap. 307, Laws of 1831.

GILBOA RAILROAD COMPANY.

An act to incorporate : chap. 179, Laws of 1839.

GOSHEN AND ALBANY RAILROAD COMPANY.

An act to incorporate : chap. 241, Laws of 1842.

An act to extend the time for the construction of this road : chap. 95, Laws of 1844.

An act to amend the act of incorporation : chap. 326, Laws of 1845.

GOSHEN AND NEW JERSEY RAILROAD COMPANY.

An act to incorporate : chap. 416, Laws of 1837.

GRAND STREET RIALROAD COMPANY (CITY OF BROOKLYN).

Articles of association filed November 9, 1859.

GRAND STREET AND MASPETH RAILROAD COMPANY (CITY OF BROOKLYN).

Articles of association filed November 9, 1859.

GRAND STREET AND NEWTOWN RAILROAD COMPANY (CITY OF BROOKLYN).

An act to authorize the laying of a double railroad track in the city of Brooklyn and the town of Newtown : chap. 462, Laws of 1860.

Articles of association filed August 18, 1860.

By the 5th section of chap. 462, Laws of 1860, this company is exempted from making an annual report to the State Engineer and Surveyor.

GREAT AUSABLE RAILROAD COMPANY.

An act to incorporate : chap. 238, Laws of 1828.

An act to incorporate : chap. 69, Laws of 1832.

An act to renew and amend the act of incorporation of 1832 : chap. 277, Laws of 1833.

An act to incorporate : chap. 414, Laws of 1837.

An act to amend the act of incorporation : chap. 110, Laws of 1839.

GREENE RAILROAD COMPANY.

An act to incorporate : chap. 319, Laws of 1838.

HARLEM RIVER AND HIGH BRIDGE RAILROAD COMPANY.

Articles of association filed October 20, 1853.

HERKIMER AND TRENTON RAILROAD COMPANY.

An act to incorporate : chap. 344, Laws of 1836.

An act to revive the act of incorporation : chap. 398, Laws of 1837.

An act to revive and amend the act of incorporation : chap. 234, Laws of 1839.

HICKSVILLE AND COLD SPRING BRANCH RAILROAD COMPANY.

An act authorizing a railroad company to be formed with a less number of stockholders than is required by the general railroad act : chap. 306, Laws of 1851.

This company is exempt from making an annual report. *The Long Island Railroad Company* is to include this road in its annual report.

Articles of association filed November 7, 1853.

An act to extend the time for the completion of this road : chap. 138, Laws of 1859.

HONEYE RAILROAD COMPANY.

An act to incorporate : chap. 413, Laws of 1836.

An act to amend the act of incorporation : chap. 191, Laws of 1837.

HUDSON AND BERKSHIRE RAILROAD COMPANY.

An act to incorporate, under the name of "The President, Directors and Company of the Hudson and Berkshire Railroad Company:" chap. 304, Laws of 1828.

An act to incorporate : chap. 302, Laws of 1832.

An act to renew and amend the act of incorporation : chap. 302, Laws of 1834.

An act to amend the act of incorporation : chap. 113, Laws of 1837.

An act authorizing the city of Hudson to borrow a sum of money, not to exceed \$50,000, for the benefit of this company : chap. 412, Laws of 1837.

An act granting certain lands under water to this company : chap. 380, Laws of 1839.

An act to extend the time for the completion of this road : chap. 87, Laws of 1840.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company to the amount of \$150,000: chap. 178, Laws of 1840.

An act in relation to the sinking fund of this company: chap. 317, Laws of 1846.

An act to release the prior lien of the state and to authorize the stockholders to relay the road with a heavy T rail: chap. 471, Laws of 1847.

An act to renew and amend the act granting certain lands under water to this company: chap. 366, Laws of 1849.

An act to authorize the comptroller to suspend legal proceedings against this company: chap. 237, Laws of 1850.

An act appropriating \$12,375 to pay interest on state stock issued to this company: chap. 132, Laws of 1853.

This road was sold by the comptroller in 1854, and that portion of the road between Hudson and Chatham was afterwards operated in connection with the *Western Railroad*, of Massachusetts. under the name of the *Hudson and Boston Railroad Company*.

HUDSON AND BOSTON RAILROAD COMPANY.

This road is a portion of the road formerly known as the *Hudson and Berkshire Railroad*, which was sold by the comptroller in 1854.

Articles of association filed February 23, 1855.

This road is leased to and operated by the *Western Railroad Corporation of Massachusetts*.

HUDSON AND DELAWARE RAILROAD COMPANY.

An act to incorporate: chap. 263, Laws of 1830.

An act to renew and amend the act of incorporation: chap. 126, Laws of 1835.

An act authorizing the trustees of the village of Newburgh to purchase of the capital stock of this company: chap. 145, Laws of 1837.

An act to amend the act to renew and amend the act of incorporation: chap. 141, Laws of 1842.

HUDSON RIVER RAILROAD COMPANY.

An act to incorporate: chap. 216, Laws of 1846.

An act to amend the act of incorporation, additional stock may be issued, time extended for completion, &c. : chap. 31, Laws of 1847.

An act to amend the act of incorporation : chap. 30, Laws of 1848.

An act further to amend the act of incorporation ; time extended for completion ; authorizing the company to borrow money, &c. : chap. 9, Laws of 1850.

An act to facilitate the construction of this road by authorizing railroad and municipal corporations in its vicinity to aid the same : chap. 323, Laws of 1850.

An act authorizing this company to convey to the United States of America half an acre of land, for a site for a beacon light : chap. 7, Laws of 1855.

HUDSON AND WEST SHORE RAILROAD COMPANY.

Articles of association filed October 3, 1860.

INTERNATIONAL RAILROAD COMPANY.

Articles of association filed February 16, 1861.

ITHACA AND AUBURN RAILROAD COMPANY.

● An act to incorporate : chap. 414, Laws of 1836.

ITHACA AND GENEVA RAILROAD COMPANY.

An act to incorporate : chap. 96, Laws of 1832.

ITHACA AND OWEGO RAILROAD COMPANY.

An act to incorporate: chap. 21, Laws of 1829.

An act to amend the act of incorporation : chap. 75, Laws of 1832.

An act to amend the act of incorporation : chap. 261, Laws of 1834.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company to the amount of \$300,000: chap. 295, Laws of 1838.

An act to amend the act to aid in the construction of this road : chap. 344, Laws of 1840.

The name of this corporation was changed to the *Cayuga and Susquehanna Railroad Company* : chap. 221, Laws of 1843.

ITHACA AND PORT RENWICK RAILROAD COMPANY.

An act to incorporate : chap. 114, Laws of 1834.

An act authorizing this company to construct a canal from Fall creek to the Cayuga lake : chap. 239, Laws of 1835.

An act to amend the act of incorporation : chap. 54, Laws of 1836.

JAMESVILLE RAILROAD COMPANY.

An act to incorporate : chap. 422, Laws of 1836.

JOHNSTOWN RAILROAD COMPANY.

An act to incorporate : chap. 342, Laws of 1836.

JORDAN AND SKANEATELES RAILROAD COMPANY.

An act to incorporate : chap. 343, Laws of 1837.

KINGSTON TURNPIKE AND RAILROAD COMPANY.

An act to incorporate : chap. 130, Laws of 1835.

An act to amend the act of incorporation : chap. 336, Laws of 1837.

LAKE CHAMPLAIN AND OGDENSBURGH RAILROAD COMPANY.

An act to incorporate : chap. 205, Laws of 1832.

An act to amend the act of incorporation : chap. 280, Laws of 1833.

An act to incorporate : chap. 426, Laws of 1836.

An act to amend and continue in force the act of incorporation : chap. 464, Laws of 1837.

An act to authorize the survey of a route for a railroad from Ogdensburgh to Lake Champlain : chap. 300, Laws of 1838.

An act to provide for the survey of the several lines for a railroad from Ogdensburgh to Lake Champlain : chap. 346, Laws of 1840.

LAKE ONTARIO, AUBURN AND NEW YORK RAILROAD COMPANY.

An act authorizing the city of Auburn to borrow money for the purpose of aiding the construction of a railroad pass-

ing through said city and connecting Lake Ontario with the *New York and Erie Railroad*, or the *Cayuga and Susquehanna Railroad*: chap. 484, Laws of 1851.

An act to amend the act authorizing the city of Auburn to borrow money, &c. The money may be invested in stock, &c.: chap. 134, Laws of 1852.

An act authorizing any town in the county of Cayuga to borrow money to aid in the construction of a railroad or railroads from Lake Ontario to the *New York and Erie Railroad* or the *Cayuga and Susquehanna Railroad*: chap. 375, Laws of 1852.

Articles of association filed August 23, 1852.

An act to amend the act authorizing the city of Auburn to borrow money to aid this company: chap. 148, Laws of 1854.

An act to authorize the appointment of commissioners to appraise lands to be taken for this road: chap. 231, Laws of 1854.

The property of this corporation was sold by foreclosure of mortgage, to Isaac Bell, and new articles of association filed May 23, 1856.

An act authorizing the appointment of commissioners to appraise lands to be taken for this road: chap. 380, Laws of 1857.

An act to amend the act authorizing the appointment of commissioners to appraise, &c.: chap. 300, Laws of 1858.

An act authorizing the city of Auburn to make bonds to the amount of \$100,000, to aid in the construction of a railroad from Sodus Bay on Lake Ontario to some point of intersection with the *Syracuse and Binghamton Railroad*, passing through the city of Auburn: chap. 405, Laws of 1860.

An act to continue the corporate powers and existence of this company: chap. 184, Laws of 1861.

LAKE ONTARIO AND HUDSON RIVER RAILROAD COMPANY.

An act changing the name of the *Sackett's Harbor and Saratoga Railroad Company* to the above: chap. 280, Laws of 1857.

An act to facilitate the completion of this road, authorizing the formation of a new company : chap. 37, Laws of 1860.
In pursuance of the foregoing act a new company was formed under the name of the *Adirondac Estate and Railroad Company*.

LANSINGBURGH AND TROY RAILROAD COMPANY.

An act to incorporate : chap. 372, Laws of 1836.
Articles of association filed May 2, 1853.
An act in relation to this Company : chap. 295, Laws of 1861.
By this act the company is exempted from making an annual report to the State Engineer and Surveyor

LEBANON SPRINGS RAILROAD COMPANY.

Articles of association filed March 25, 1852.
An act authorizing this company to extend their road into the States of Massachusetts and Vermont : chap. 25, Laws of 1853.
An act to amend the act authorizing the extension of this road : chap. 461, Laws of 1853.
An act to enable certain connecting railroad companies to aid in the construction of this road : chap. 350, Laws of 1855.
An act to extend the time for the completion of this road : chap. 150, Laws of 1857.
An act to extend the time for the completion of this road : chap. 285, Laws of 1860.

LEWISTON RAILROAD COMPANY.

An act to incorporate : chap. 260, Laws of 1836.
An act to amend the charter : chap. 261, Laws of 1840.
An act in relation to the railroad from Niagara Falls to Lewiston : chap. 259, Laws of 1849.
An act authorizing the change of the route of this road, and the increase of the capital stock, &c. : chap. 105, Laws of 1850.
A declaration of the directors of this company, that in accordance with chap. 105, Laws of 1850, the capital stock has been increased to \$200,000. Filed October 18, 1850.

An act repealing a portion of the act, chap. 259, Laws of 1849, and of the amendment of said act, chap. 105, Laws of 1850: chap. 227, Laws of 1851.

An act to facilitate the construction of road, and to authorize this company to unite with the *Buffalo and Niagara Falls Railroad Company*: chap. 275, Laws of 1851.

An act extending the time for the construction of this road: chap. 46, Laws of 1853.

The stock of this company was exchanged for the stock of the *New York Central Railroad Company*, by virtue of chap. 302, Laws of 1855.

This road now forms a part of the *New York Central Railroad*.

LOCKPORT AND BATAVIA RAILROAD COMPANY.

An act to incorporate: chap. 424, Laws of 1836.

An act to renew the act of incorporation: chap. 277, Laws of 1838.

LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY.

An act to incorporate: chap. 177, Laws of 1834.

An act to authorize the increase of the capital stock of this company: chap. 99, Laws of 1837.

An act to amend the charter: chap. 122, Laws of 1841.

An act to authorize the increase of the capital stock of this company: chap. 36, Laws of 1842.

An act to amend the charter: chap. 408, Laws of 1847.

An act in relation to the railroad from Niagara Falls to Lewiston: chap. 259, Laws of 1849.

An act in relation to the *Lewiston Railroad Company*: chap. 105, Laws of 1850.

An act for the relief of the creditors of this company, &c.: chap. 111, Laws of 1850.

By virtue of chap. 111, Laws of 1850, the name of this corporation was changed to the *Rochester, Lockport and Niagara Falls Railroad Company*.

LOCKPORT AND YOUNGSTOWN RAILROAD COMPANY.

An act to incorporate: chap. 407, Laws of 1836.

LONG ISLAND RAILROAD COMPANY.

An act to incorporate : chap. 178, Laws of 1834.

An act to authorize the *Brooklyn and Jamaica Railroad Company* to lease their road to this company : chap. 94, Laws of 1836.

An act authorizing this company to construct a branch railroad to the village of Hempstead : chap. 358, Laws of 1836.

An act to amend the charter, authorizing the company to borrow money, construct branch roads, &c. : chap. 277, Laws of 1839.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company, to the amount of \$100,000 : chap. 193, Laws of 1840.

An act to amend the act of incorporation, authorizing the company to run steamboats : chap. 116, Laws of 1845.

An act to amend the act of incorporation : chap. 289, Laws of 1845.

An act to amend the charter, authorizing the increase of the capital stock : chap. 166, Laws of 1847.

An act authorizing this company to furnish materials for the construction of the *Hicksville and Cold Spring Branch Railroad*, and to include the operations of the same in its annual report : chap. 306, Laws of 1851.

An act to repeal sections four and five of the act to amend the charter passed April 30, 1847 : chap. 146, Laws of 1853.

An act in relation to Atlantic avenue, &c., in the city of Brooklyn : chap. 475, Laws of 1855.

An act to amend the charter, authorizing the company to purchase land, &c. : chap. 152, Laws of 1837.

An act to fix the time for the reimbursement of the stock of this state designated the Long Island Railroad State Stock : chap. 36, Laws of 1858.

An act supplementary to the charter of this company, authorizing the acceptance of a lease of other railroads, &c. : chap. 444, Laws of 1859.

An act to provide for the closing of the entrance of the tunnel of this company in Atlantic street, Brooklyn, &c. : chap. 484, Laws of 1859.

An act to amend the charter, authorizing the extension of the road, &c. : chap. 65, Laws of 1860.

An act to amend the charter : chap. 252, Laws of 1861.

MADISON COUNTY RAILROAD COMPANY.

An act to incorporate : chap. 160, Laws of 1829.

An act to amend the act of incorporation, authorizing the construction of a branch railroad to the village of Cortland : chap. 409, Laws of 1836.

MAIN AND OHIO STREET RAILROAD COMPANY. (CITY OF BUFFALO.)

Articles of association filed August 20, 1859.

This company is exempted from making an annual report to the State Engineer and Surveyor, by chap. 145, Laws of 1860.

MALDEN RAILROAD COMPANY.

An act to incorporate : chap. 421, Laws of 1837.

MANHATTAN RAILWAY COMPANY.

Articles of association filed November 29, 1853.

MANHEIM AND SALISBURY RAILROAD COMPANY.

An act to incorporate : chap. 195, Laws of 1834.

An act to amend the act of incorporation : chap. 442, Laws of 1836.

An act amending the act to amend the act of incorporation. The name of this corporation changed to the *Mohawk and St. Lawrence Railroad and Navigation Company* : chap. 387, Laws of 1837.

MAYVILLE AND PORTLAND RAILROAD COMPANY.

An act to incorporate : chap. 62, Laws of 1832.

An act to amend the act of incorporation : chap. 96, Laws of 1834.

An act to amend the act of incorporation : chap. 393, Laws of 1837.

MEDINA AND DARIEN RAILROAD COMPANY.

An act to incorporate : chap. 276, Laws of 1834.

An act to amend the charter ; time extended for completion of road : chap. 215, Laws of 1839.

MEDINA AND LAKE ONTARIO RAILROAD COMPANY.

An act to incorporate : chap. 340, Laws of 1836.

MOHAWK AND HUDSON RAILROAD COMPANY.

An act to incorporate : chap. 253, Laws of 1826.

An act to amend the act of incorporation : chap. 122, Laws of 1828.

An act to authorize the construction of a branch railroad, &c. : chap. 79, Laws of 1832.

An act authorizing the increase of the capital stock of this company : chap. 20, Laws of 1834.

An act explanatory of the last named act : chap. 39, Laws of 1834.

An act authorizing this company to borrow a sum of money not to exceed \$100,000, and for other purposes : chap. 383, Laws of 1837.

An act authorizing the construction of a new section of road : chap. 224, Laws of 1838.

An act to authorize this company to borrow a sum of money not to exceed \$250,000 ; also to change the name of the corporation to the *Albany and Schenectady Railroad Company* : chap. 91, Laws of 1847.

MOHAWK AND MOOSE RIVER RAILROAD COMPANY.

An act to incorporate : chap. 425, Laws of 1857.

MOHAWK AND ST. LAWRENCE RAILROAD AND NAVIGATION Co.

An act to change the name of the *Manheim and Salisbury Railroad Company* to the above : chap. 387, Laws of 1837.

MOHAWK VALLEY RAILROAD COMPANY.

Articles of association filed January 21, 1851.

Articles of association filed December 28, 1852

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*.

Consolidation agreement filed July 7, 1853.

NEWARK RAILROAD COMPANY.

An act to incorporate : chap. 428, Laws of 1836.

NEW YORK RAILROAD COMPANY.

Articles of association filed December 24, 1860.

NEW YORK AND ALBANY RAILROAD COMPANY.

An act to incorporate : chap. 162, Laws of 1832.

An act to amend the act of incorporation : chap. 275, Laws of 1833.

An act to amend the act of incorporation ; the time for commencing the construction of this road extended : chap. 268, Laws of 1836.

An act to amend the act of incorporation ; the time for commencing the construction extended : chap. 411, Laws of 1837.

An act extending the time for commencement and completion of this road : chap. 299, Laws of 1838

An act allowing this company to borrow money, &c. : chap. 183, Laws of 1839.

An act relative to this company, time for completion extended : chap. 184, Laws of 1842.

An act to amend the act of incorporation : chap. 31, Laws of 1847.

NEW YORK CENTRAL RAILROAD COMPANY.

An act to authorize the consolidation of any two or more of the following railroad companies into a single company : *Albany and Schenectady, Schenectady and Troy, Utica and Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Lockport, Mohawk Valley, Syracuse*

and Utica Direct, Buffalo and Rochester, and Rochester, Lockport and Niagara Falls Railroad Company : chap. 76, Laws of 1853.

In pursuance of the above act, an agreement was entered into, May 17, 1853, between the several companies above named, by which they were all consolidated into one corporation, under the name of the *New York Central Railroad Company*.

A copy of this consolidation agreement was filed in the office of the secretary of state, July 7, 1853.

An act in relation to the payment of fares on this road : chap. 226, Laws of 1857.

An act directing the application of the highway tax in the town of Mentz : chap. 431, Laws of 1857.

An act to repeal the third section of the act in relation to the payment of fares on this road : chap. 137, Laws of 1858.

An act to authorize this company and the *Oswego and Syracuse Railroad Company* to erect a station house at Geddes, &c. : chap. 452, Laws of 1860.

NEW YORK AND CONNECTICUT RAILROAD COMPANY.

An act to incorporate : chap. 215, Laws of 1846.

NEW YORK AND ERIE RAILROAD COMPANY.

An act to incorporate : chap. 224, Laws of 1832.

An act to amend the act of incorporation : chap. 182, Laws of 1833.

An act to authorize the survey of a route for a railroad from the city of New York to Lake Erie : chap. 311, Laws of 1834.

An act further to amend the act of incorporation : chap. 247, Laws of 1835.

A concurrent resolution of the Senate and Assembly, of April 11, 1835, directing the secretary of state to deliver the maps and profiles filed in his office, in relation to the survey of this road, to Benjamin Wright.

An act to expedite the construction of this road, by authorizing the comptroller to issue state stock, for the benefit

of this company, to the amount of \$3,000,000: chap. 170, Laws of 1836.

An act to further amend the act of incorporation: chap. 296, Laws of 1836.

An act to amend the act to expedite the construction of this road: chap. 226, Laws of 1838.

An act to amend several acts in relation to this road, authorizing the comptroller to issue additional stock for the benefit of this company: chap. 196, Laws of 1840.

An act to amend the act of incorporation, time extended for completion of road: chap. 227, Laws of 1842.

A concurrent resolution of the senate and assembly to postpone the sale of this road and its appurtenances, passed August 25, 1842.

An act in relation to the construction of this road; the sale of the road was postponed until 1850, authorizing this company to issue bonds, &c.: chap. 200, Laws of 1843.

An act to amend the act of incorporation, time extended for completion of road: chap. 118, Laws of 1844.

An act authorizing this company to construct a branch road to Newburgh: chap. 49, Laws of 1845.

An act authorizing this company to issue to the state its bonds to the amount of \$3,000,000, to secure the payment of the like sum of money loaned this company by the state: chap. 325, Laws of 1845.

An act to amend the act in relation to the construction of this road: chap. 199, Laws of 1846.

An act to amend the act in relation to the construction of this road: chap. 318, Laws of 1846.

An act to amend the act passed May 11, 1846: chap. 316, Laws of 1847.

An act declaratory of the meaning of the words "Delaware and Hudson," as used in chap. 49, Laws of 1845: chap. 261, Laws of 1848.

An act authorizing Gilbert Smith and others to surrender their old stock of this company, and receive new stock therefor: chap. 402, Laws of 1849.

An act to amend the charter, authorizing the directors to issue stock, &c. : chap. 256, Laws of 1857.

An act relating to the foreclosure and sale of this road, authorizing the formation of a new company under the name of the *Erie Railway Company* : chap. 160, Laws of 1860.

An act in addition to the act relating to the foreclosure and sale of this road : chap. 119, Laws of 1861.

In pursuance of the two preceding acts, the road was sold to Dudley S. Gregory and J. C. Bancroft Davis, who associated other parties with them and formed a new company, under the name of the *Erie Railway Company*, April 30, 1861.

NEW YORK AND FLUSHING RAILROAD COMPANY.

On the 29th January, 1858, the *Flushing Railroad* was sold, under foreclosure of mortgage, to Abram S. Hewett, who associated with him other parties and formed a new company under the above name.

Articles of association filed March 22. 1859.

An act to amend the charter : chap. 105, Laws of 1861.

NEW YORK AND HARLEM RAILROAD COMPANY.

An act to incorporate : chap. 263, Laws of 1831.

An act to amend the act of incorporation : chap. 93, Laws of 1832.

An act to extend the time for the completion of this road, and for other purposes : chap. 101, Laws of 1835.

An act to amend the act of incorporation and the acts amending the same : chap. 305, Laws of 1836.

An act to extend the time for the completion of this road : chap. 55, Laws of 1837.

An act to amend the act of incorporation : chap. 166, Laws of 1839.

An act relating to this road, authorizing this company to extend its road, &c. : chap. 242, Laws of 1840.

An act to amend the act relating to this road, passed May 7, 1840. The road may be extended, &c. : chap. 333, Laws of 1845.

An act amending the act to amend the act relating to this road : chap. 200, Laws of 1846.

An act to amend the act relating to this road, passed May 7, 1840 ; time extended for completion of road, authorizing the increase of the capital stock, &c. : chap. 143, Laws of 1848.

An act to amend an act relating to this road ; time for completion of road extended, &c. : chap. 75, Laws of 1849.

An act to amend the act relating to this road ; an iron bridge may be constructed across the Harlem river : chap. 317, Laws of 1849.

An agreement of this company with the *New Haven Railroad Company*, filed December 7, 1849.

An act to amend the act relating to this road, passed May 7, 1840 ; the capital stock may be increased : chap. 152, Laws of 1852.

An act to amend the act relating to this road, passed May 7, 1840, and the acts amending the same, authorizing the increase of the capital stock, &c. : chap. 28, Laws of 1853.

An act to reduce the par value of the shares of the old capital stock of this company : chap. 297, Laws of 1855.

An act in relation to certain bridges belonging to this company : chap. 207, Laws of 1857.

An act to extend the charter of this company, and to determine the mode of using the same in the streets of New York : chap. 387, Laws of 1859.

NEW YORK AND JAMAICA RAILROAD COMPANY.

Articles of association filed September 3, 1859.

NEW YORK AND LAKE MOHOPAC RAILROAD COMPANY.

Articles of association filed January 11, 1861.

NEW YORK AND NEWBURGH RAILROAD COMPANY.

Articles of association filed May 1, 1854.

NEW YORK AND NEW HAVEN RAILROAD COMPANY.

An act to authorize this company to extend their railroad from the Connecticut line to the *New York and Harlem Railroad* : chap. 195, Laws of 1846.

An agreement of this company with the *New York and Harlem Railroad Company*, filed December 7, 1849.

NEW YORK AND NEW ROCHELLE RAILROAD COMPANY.

Articles of association filed March 1, 1852.

An act authorizing the construction of drawbridges : chap. 382, Laws of 1852.

An act for the relief of this company : chap. 42, Laws of 1854.

NEW YORK AND TROY RAILROAD COMPANY.

Articles of association filed January 31, 1852.

NEW YORK AND WESTCHESTER COUNTY RAILROAD COMPANY.

Articles of association filed September 24, 1859.

NEW YORK AND WESTERN RAILROAD COMPANY.

Articles of association filed January 21, 1853.

NEW YORK AND YONKERS RAILROAD COMPANY.

Articles of association filed October 17, 1859.

NIAGARA BRIDGE AND CANANDAIGUA RAILROAD COMPANY.

The Canandaigua and Niagara Falls Railroad was sold under foreclosure of mortgage to James L. Brown, Charles Congdon and Robert B. Potter, who associated other parties with them, and formed a new company under the above name.

Articles of association filed August 25, 1858.

The road was leased from May 1st, 1858, for the term of the company's charter to the *New York Central Railroad Company*.

NIAGARA FALLS, BUFFALO AND NEW YORK RAILROAD COMPANY.

Articles of association filed June 7, 1852.

NIAGARA FALLS AND LAKE ONTARIO RAILROAD COMPANY.

Articles of association filed September 9, 1852.

NIAGARA FALLS AND LEWISTON RAILROAD COMPANY.

Articles of association filed October 31, 1849.

NIAGARA RIVER RAILROAD COMPANY.

Articles of association filed July 13, 1852.

NIAGARA STREET RAILROAD COMPANY. (CITY OF BUFFALO.)

Articles of association filed August 10, 1859.

This company is exempted from making an annual report to the State Engineer and Surveyor, by chap. 145, Laws of 1860.

NINTH AVENUE RAILROAD COMPANY. (NEW YORK CITY.)

Articles of association filed July 29, 1859.

An act to confirm a grant or resolution of the common council of the city of New York, authorizing the construction of a railroad in certain streets and avenues in said city, and to authorize the construction of said railroad : chap. 411, Laws of 1860.

NORTHERN RAILROAD COMPANY.

An act to incorporate : chap. 324, Laws of 1845.

An act to amend the act of incorporation, authorizing the company to borrow money for the construction of its road : chap. 25, Laws of 1847.

An act authorizing the increase of the capital stock of this company : chap. 228, Laws of 1851.

An act in relation to the pier at Rouse's Point : chap. 342, Laws of 1851.

An act authorizing this company to take stock in a railroad to the village of Potsdam, or to construct the same as a branch road : chap. 262, Laws of 1851.

An act to extend the time for a compliance with the second section of the act of incorporation : chap. 60, Laws of 1854.

An act to consolidate the bonds and stock of this company, and to provide for the incorporation of the owners thereof: chap. 401, Laws of 1855.

This road was sold upon a foreclosure of its second mortgage, October 21, 1856.

An act to authorize the formation of a railroad corporation, in place of this company: chap. 199, Laws of 1857.

In conformity with chap. 199, Laws of 1857, the bondholders of the second mortgage bonds filed articles of association of a new company under the name of the *Ogdensburgh Railroad Company*, January 6, 1858.

An act to amend the act authorizing the formation of a railroad corporation in place of this company: chap. 230, Laws of 1858.

NORTHERN SLACKWATER RAILWAY COMPANY.

An act to incorporate: chap. 311, Laws of 1846.

An act extending the time for the construction of this road: chap. 274, Laws of 1848.

OGDENSBURGH RAILROAD COMPANY.

An act to authorize the formation of a railroad corporation in place of the *Northern Railroad Company*: chap. 199, Laws of 1857.

In conformity with the preceding chapter, the bondholders of the second mortgage bonds, formed a new corporation under the above name.

Articles of association filed January 6, 1858.

An act to amend the act authorizing the formation of a new corporation in place of the *Northern Railroad Company*: chap. 230, Laws of 1858.

OGDENSBURGH, CLAYTON AND ROME RAILROAD COMPANY.

Articles of association filed April 16, 1853.

An act to authorize the village of Rome to subscribe for stock in this company to an amount not exceeding \$150,000: chap. 293, Laws of 1853.

An act to empower this company to apply to the court for commissioners of appraisals, &c., on line of road : chap. 11, Laws of 1854.

An act to provide for the payment of the principal and interest of the bonds of the village of Rome, issued to this company : chap. 327, Laws of 1860.

ORANGE AND SUSSEX CANAL COMPANY.

An act to incorporate : chap. 188, Laws of 1824.

An act supplementary to the act of incorporation : chap. 149, Laws of 1826.

An act to amend the act of incorporation, allowing this company to construct a *railroad* : chap. 169, Laws of 1828.

OSWEGO, BINGHAMTON AND NEW YORK RAILROAD COMPANY.

Articles of association filed October 16, 1855.

An act to extend the time for the completion of this road : chap. 242, Laws of 1857.

OSWEGO, NORTHERN AND EASTERN RAILROAD COMPANY.

Articles of association filed February 18, 1853.

An act authorizing the city of Oswego to invest \$75,000 in the stock of this company : chap. 286, Laws of 1853.

An act to amend the act authorizing the city of Oswego to take stock in railroads, &c. : chap. 339, Laws of 1854.

An act to revise and continue in force the foregoing acts : chap. 154, Laws of 1856.

OSWEGO AND SYRACUSE RAILROAD COMPANY.

An act to incorporate : chap. 270, Laws of 1839.

An act to amend the act of incorporation : chap. 17, Laws of 1841.

An act to amend and renew the act of incorporation : chap. 320, Laws of 1845.

An act in relation to this road, the time extended in which this company is to expend \$5,000 : chap. 65, Laws of 1847.

An act authorizing this company to carry freight, by paying tolls to the state : chap. 270, Laws of 1847.

An act to authorize this company to consolidate with the *Syracuse and Binghamton Railroad Company*: chap. 205, Laws of 1853.

An act to authorize this company and the *New York Central Railroad Company* to erect a station house at Geddes, &c.: chap. 452, Laws of 1860.

OSWEGO AND TROY RAILROAD COMPANY.

Articles of association filed April 6, 1854.

An act to authorize any town in the county of Oswego to subscribe to the capital stock of this company: chap. 375, Laws of 1854.

OSWEGO AND UTICA RAILROAD COMPANY.

An act to incorporate: chap. 343, Laws of 1836.

An act to amend the act of incorporation: chap. 98, Laws of 1838.

OTSEGO RAILROAD COMPANY.

An act to incorporate: chap. 313, Laws of 1832.

OWEGO AND CORTLAND RAILROAD COMPANY.

An act to incorporate: chap. 431, Laws of 1836.

PANAMA RAILROAD COMPANY.

An act to incorporate: chap. 294, Laws of 1849.

An act to amend the act of incorporation: chap. 364, Laws of 1855.

PENFIELD AND CANAL RAILROAD COMPANY.

An act to incorporate: chap. 345, Laws of 1837.

PIERMONT WEST SHORE RAILROAD COMPANY.

Articles of association filed November 16, 1857.

An act to permit the *Northern Railroad Company* of New Jersey to extend their road to Piermont in this state. chap. 253, Laws of 1858.

PLATTSBURGH AND MONTREAL RAILROAD COMPANY.

An act to declare the public utility of a railroad from Plattsburgh to the Canada line: chap. 265, Laws of 1849.

Articles of association filed March 28, 1850.

An act to authorize the increase of compensation for transportation of passengers on this road: chap. 154, Laws of 1858.

PLATTSBURGH AND ROUSE'S POINT RAILROAD COMPANY.

Articles of association filed March 18, 1851.

An act authorizing this company to erect and maintain a draw-bridge over the Big Chazy river: chap. 520, Laws of 1851.

Similar articles of association filed April 22, 1857.

PORT BYRON AND AUBURN RAILROAD COMPANY.

An act to incorporate: chap. 154, Laws of 1829.

PORT MORRIS AND WESTCHESTER RAILROAD COMPANY.

An act to authorize the construction of a railway and tracks in the towns of West Farms, Westchester, Eastchester, New Rochelle, Yonkers and Morrisania, in the county of Westchester: chap. 143, Laws of 1860.

Articles of association filed April 2, 1861.

POTSDAM AND WATERTOWN RAILROAD COMPANY.

Articles of association filed February 25, 1852.

An act authorizing this company to commence the construction of their road: chap. 160, Laws of 1852.

An act authorizing the attorney-general to discharge a judgment against this company: chap. 229, Laws of 1853.

An act to authorize the *Watertown and Rome Railroad Company* to indorse and guarantee the bonds of this company: chap. 154, Laws of 1854.

An act to authorize this company to increase their rates of fare for transportation of passengers: chap. 217, Laws of 1859.

An act to amend the charter of the *Watertown and Rome Railroad Company*, authorizing the purchase of the road of this company, change of corporate name, &c. : chap. 273, Laws of 1860.

Pursuant to the preceding act, the *Watertown and Rome Railroad Company* purchased the road of this company, and annexed it to and consolidated it with its road, and changed the corporate name of the company to the *Rome, Watertown and Ogdensburgh Railroad Company*.

Certificate of the change of corporate name, &c., filed in the office of the State Engineer and Surveyor, July 10, 1861.

RENSSELAER AND SARATOGA RAILROAD COMPANY.

An act to incorporate : chap. 131, Laws of 1832.

An act to provide for the increase of the capital stock of this company : chap. 118, Laws of 1836.

An act authorizing this company to borrow a sum of money not exceeding \$150,000 : chap. 280, Laws of 1838.

An act to amend the act authorizing this company to borrow a sum of money not exceeding \$150,000 : chap. 232, Laws of 1842.

ROCHESTER RAILROAD COMPANY.

An act to amend the act of incorporation of the *Rochester Canal and Railroad Company*. Name changed to the above : chap. 26, Laws of 1833.

ROCHESTER AND CANAL RAILROAD COMPANY.

An act to incorporate : chap. 89, Laws of 1831.

An act to amend the act of incorporation ; name changed to *Rochester Railroad Company*, &c. : chap. 26, Laws of 1833.

ROCHESTER AND CHARLOTTE RAILROAD COMPANY.

An act to incorporate : chap. 411, Laws of 1836.

ROCHESTER AND GENESEE VALLEY RAILROAD COMPANY.

Articles of association filed July 2, 1851.

An act to authorize the town of North Danville to borrow a sum of money, not to exceed \$100,000, to aid in the construction of this road: chap. 287, Laws of 1853.

An act to provide for the expense incurred by the commission under the last named act: chap. 557, Laws of 1853.

During the month of October, 1857, this road was operated by the *Buffalo, Corning and New York Railroad Company*, this company paying 55 per cent of its earnings.

During five months, from November 1, 1857, to March 31, 1858, it was operated on the same terms by the *Buffalo, New York and Erie Railroad Company*.

During six months, from April 1, 1858, to September 30, 1858, the same company continued to operate this road, paying the earnings after deducting running expenses.

On the 1st of October, 1858, this road was leased to the same company, for an annual rent of 48 per cent of the gross earnings, and agreeing to keep the road in repair.

ROCHESTER AND LOCKPORT RAILROAD COMPANY.

An act to incorporate: chap. 427, Laws of 1837.

An act to amend the act of incorporation, time extended: chap. 303, Laws of 1838.

ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY.

An act for the relief of the creditors of the *Lockport and Niagara Falls Railroad Company*, authorizing the sale of the road, &c.: chap. 111, Laws of 1850.

Pursuant to the preceding act this company was formed.

Articles of association filed December 14, 1850.

An act to enable this company to straighten and otherwise improve the track of their road: chap. 227, Laws of 1851.

An act authorizing this company to subscribe for stock in any railroad company, not to exceed the sum of \$75,000, &c.: chap. 297, Laws of 1852.

An act to authorize the consolidation of this company with other companies, whose roads are located between Albany and Buffalo: chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*.

Consolidation agreement filed July 7, 1853.

ROCHESTER AND LAKE ONTARIO RAILROAD COMPANY.

Articles of association filed May 17, 1852.

This road was held under lease by the *Rochester, Lockport and Niagara Falls Railroad Company*, and entered into the consolidation agreement along with said company, forming a portion of the *New York Central Railroad Company*.

ROCHESTER AND PITTSBURGH RAILROAD COMPANY.

Articles of association filed July 22, 1853.

A second set of articles of association, extending this road to the state line, filed August 18, 1853.

ROCHESTER AND SOUTHERN RAILROAD COMPANY.

Articles of association filed December 28, 1852.

ROCHESTER AND SYRACUSE RAILROAD COMPANY.

This company was formed by the consolidation of the *Auburn and Rochester Railroad Company* with the *Auburn and Syracuse Railroad Company*, in conformity with chap. 239, Laws of 1850.

Articles of association filed August 1, 1850.

An agreement of this company with the *Syracuse and Rochester (Direct) Railroad Company*, in pursuance of chap. 239, Laws of 1850; filed August 6, 1850.

An act to authorize the consolidation of this company with other companies, whose roads are located between Albany and Buffalo: chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*.

Consolidation agreement filed July 7, 1853.

ROME AND PORT ONTARIO RAILROAD COMPANY.

An act to incorporate: chap. 417, Laws of 1837.

ROME, WATERTOWN AND OGDENSBURGH RAILROAD COMPANY.

An act to amend the charter of the *Watertown and Rome Railroad Company*, authorizing that company to purchase the road of the *Potsdam and Watertown Railroad Company*, to change the corporate name, &c.: chap. 273, Laws of 1860.

Pursuant to this act, the *Watertown and Rome Railroad Company* purchased the road of the *Potsdam and Watertown Railroad Company*, and annexed it to and consolidated it with its road, and formed a new company under the above name.

RUTLAND AND WHITEHALL RAILROAD COMPANY.

An act to incorporate: chap. 418, Laws of 1836.

SACKETT'S HARBOR AND ELLISBURGH RAILROAD COMPANY.

An act to declare the public utility of a railroad from Sackett's Harbor to Ellisburgh: chap. 295, Laws of 1849. Articles of association filed July 16, 1851.

An act in relation to this road; length of road to be extended, and the capital stock to be increased: chap. 403, Laws of 1851.

An act to authorize the increase of fare for transportation of passengers: chap. 740, Laws of 1857.

On the 30th March, 1860, a new company was formed under the name of the *Sackett's Harbor, Rome and New York Railroad Company*.

SACKETT'S HARBOR, ROME AND NEW YORK RAILROAD COMPANY.

Articles of association filed March 30, 1860.

This company was formed from the *Sackett's Harbor and Ellisburgh Railroad Company*.

An act to reduce the capital stock of this company: chap. 343, Laws of 1860.

SACKETT'S HARBOR AND SARATOGA RAILROAD COMPANY.

An act to incorporate: chap. 207, Laws of 1848.

An act to amend the act of incorporation, time extended: chap. 72, Laws of 1851.

Articles of association filed February 23, 1852.

An act to amend the act of incorporation : chap. 244, Laws of 1853.

An act to permit the construction of this road through Warren and Essex counties : chap. 273, Laws of 1854.

An act to extend the pre-emptive right of this company to purchase lands of the state : chap. 122, Laws of 1855.

An act exempting the land of this company from taxation, until the sale of the same or the maturity of their bonds : chap. 9S, Laws of 1857.

An act to change the name of this company to the *Lake Ontario and Hudson River Railroad Company*, and for other purposes : chap. 280, Laws of 1857.

SACKETT'S HARBOR AND WATERTOWN RAILROAD COMPANY.

Articles of association filed September 17, 1855.

SALINA AND PORT WATSON RAILROAD COMPANY.

An act to incorporate : chap. 276, Laws of 1829.

SARATOGA AND FORT EDWARD RAILROAD COMPANY.

An act to incorporate : chap. 166, Laws of 1832.

SARATOGA AND MONTGOMERY RAILROAD COMPANY.

An act to incorporate : chap. 261, Laws of 1836.

SARATOGA AND SCHENECTADY RAILROAD COMPANY.

An act to incorporate : chap. 43, Laws of 1831.

An act to amend the act of incorporation : chap. 144, Laws of 1831.

An act authorizing the *Schenectady and Saratoga Railroad Company* to use part of the *Utica and Schenectady Railroad* : chap. 232, Laws of 1838.

SARATOGA SPRINGS AND SCHUYLERVILLE RAILROAD COMPANY.

An act to incorporate : chap. 315, Laws of 1832.

SARATOGA AND WASHINGTON RAILROAD COMPANY.

An act to incorporate : chap. 219, Laws of 1834.

An act to extend the time for the completion of this road : chap. 109, Laws of 1840.

An act relative to this road ; time extended for completion of road, &c. : chap. 267, Laws of 1844.

An act to amend the act of incorporation : chap. 58, Laws of 1847.

An act to amend the act of incorporation, authorizing the building of branch roads : chap. 74, Laws of 1848.

An act to amend the act of incorporation ; time for completing road extended : chap. 149, Laws of 1850.

This railroad was sold under mortgage foreclosure, and a new company formed, under the name of the *Saratoga and Whitehall Railroad Company*.

SARATOGA AND WASHINGTON TO PLATTSBURGH.

An act to declare the public utility of a railroad from the *Saratoga and Washington Railroad* to Plattsburgh : chap. 294, Laws of 1849.

SARATOGA AND WHITEHALL RAILROAD COMPANY.

The *Saratoga and Washington Railroad* was sold under mortgage foreclosure, and a new company formed under the above name.

Articles of association filed June 7, 1855.

SCHENECTADY AND CATSKILL RAILROAD COMPANY.

An act to incorporate : chap. 313, Laws of 1846.

An act to amend the act of incorporation ; time extended : chap. 67, Laws of 1848.

An act to amend the charter ; time extended : chap. 33, Laws of 1850.

SCHENECTADY AND SUSQUEHANNA RAILROAD COMPANY.

An act to incorporate : chap. 308, Laws of 1846.

SCHENECTADY AND TROY RAILROAD COMPANY.

An act to incorporate : chap. 427, Laws of 1836.

An act to authorize the city of Troy to borrow \$500,000, and to invest the same in the capital stock of this company : chap. 114, Laws of 1837.

An act to amend the charter; time extended: chap. 31, Laws of 1839.

An act to aid this company, authorizing the comptroller to issue stock for the benefit of this company, to the amount of \$100,000: chap. 299, Laws of 1840.

An act authorizing the city of Troy to borrow \$150,000, to be invested in the capital stock of this company: chap. 134, Laws of 1843.

An act to increase the capital stock of this company: chap. 135, Laws of 1843.

An act to authorize this company to carry freight by paying tolls to the State: chap. 270, Laws of 1847.

An act to authorize this company to issue stock or borrow money, to provide for the construction of a second track: chap. 405, Laws of 1847.

An act authorizing a tax in the city of Troy for the payment of the debts of this company: chap. 224, Laws of 1850.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo: chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

SCHOHARIE AND OTSEGO RAILROAD COMPANY.

An act to incorporate: chap. 262, Laws of 1832.

SCOTTSVILLE AND CANANDAIGUA RAILROAD COMPANY.

An act to incorporate: chap. 210, Laws of 1838.

SCOTTSVILLE AND LE ROY RAILROAD COMPANY.

An act to incorporate: chap. 420, Laws of 1836.

An act in relation to allowing this company to connect their road with the *Tonawanda Railroad*: chap. 289, Laws of 1837.

SECOND AVENUE RAILROAD COMPANY.

Articles of association filed January 21, 1853.

An act authorizing this company to construct draw-bridges, &c. : chap. 373, Laws of 1855.

An act authorizing the company to discontinue a portion of their track, and to construct new tracks : chap. 551, Laws of 1857.

SEVENTH AVENUE, &c.

An act to authorize the construction of a railroad in Seventh avenue, and in certain other streets and avenues in the city of New York : chap. 513, Laws of 1860.

SHARON AND ROOT RAILROAD COMPANY.

An act to incorporate : chap. 304, Laws of 1838.

SIXTH AVENUE RAILROAD COMPANY.

Articles of association filed December 29, 1851.

SKANEATELES RAILROAD COMPANY.

An act to incorporate : chap. 371, Laws of 1836.

An act to amend the act of incorporation : chap. 68, Laws of 1838.

An act to amend the act of incorporation. By this act the name of the company was changed to the *Skaneateles and Jordan Railroad Company* : chap. 135, Laws of 1841.

SKANEATELES AND JORDAN RAILROAD COMPANY.

An act to amend the act of incorporation of the *Skaneateles Railroad Company*, name changed to the above : chap. 135, Laws of 1841.

An act to amend the act of incorporation and the several acts to amend the same : chap. 50, Laws of 1845.

SODUS POINT AND SOUTHERN RAILROAD COMPANY.

Articles of association filed March 19, 1852.

An act to authorize any railroad company in this State to subscribe to the capital stock of this company : chap. 495, Laws of 1853.

An act to authorize the towns of Sodus, Arcadia and Phelps to subscribe for the stock of this company : chap. 361, Laws of 1854.

An act to appoint three inspectors of election for directors : chap. 174, Laws of 1855.

An act supplementary to and amendatory of the act authorizing the towns of Sodus, &c., to subscribe for stock in this company : chap. 152, Laws of 1856.

An act to extend the time for finishing and putting in operation this road : chap. 284, Laws of 1860.

SOUTH SIDE RAILROAD COMPANY OF LONG ISLAND.

Articles of association filed March 23, 1860.

An act granting certain privileges to this company : chap. 106, Laws of 1861.

STATEN ISLAND RAILROAD COMPANY.

An act to incorporate : chap. 425, Laws of 1836.

Articles of association filed October 18, 1851.

An act to enable this company to own and run steam ferry boats : chap. 61, Laws of 1853.

An act to extend the time for commencing the construction of this road : chap. 453, Laws of 1853.

An act to extend the time for commencing the construction of this road : chap. 266, Laws of 1855.

An act to enable this company to have, own and run ferry boats : chap. 107, Laws of 1857.

SYRACUSE AND BINGHAMTON RAILROAD COMPANY.

An act to declare the public utility of a railroad from Syracuse to Binghamton : chap. 203, Laws of 1848.

Articles of association filed August 13, 1851.

An act authorizing the president and trustees of the village of Binghamton to take stock in this road : chap. 114, Laws of 1852.

An act authorizing the consolidation of this company with the *Oswego and Syracuse Railroad Company* : chap. 205, Laws of 1853.

This road was sold under mortgage foreclosure and a new corporation formed, October 18, 1856, under the name of the *Syracuse and Southern Railroad Company*.

SYRACUSE, BINGHAMTON AND NEW YORK RAILROAD COMPANY.

An act authorizing the *Syracuse and Southern Railroad Company* to change their name as above : chap. 214, Laws of 1857.

Articles of association filed April 30, 1857.

An act relative to this road ; may purchase the *Union Railroad*, being in the city of Syracuse, between the terminus of this road and the Erie canal : chap. 274, Laws of 1858.

In pursuance of the last named act, the *Union Railroad* was purchased for \$133,983.77, August 12, 1858.

SYRACUSE, CORTLAND AND BINGHAMTON RAILROAD COMPANY.

An act to incorporate : chap. 423, Laws of 1836.

SYRACUSE AND ONONDAGA RAILROAD COMPANY.

An act to incorporate : chap. 348, Laws of 1836.

SYRACUSE AND ROCHESTER DIRECT RAILROAD COMPANY.

Articles of association filed August 6, 1850.

An agreement of this company with the *Rochester and Syracuse Railroad Company*, by which their entire property is transferred to this last named company, in pursuance of chap. 239, Laws of 1850 : filed August 6, 1850.

SYRACUSE AND SOUTHERN RAILROAD COMPANY.

The *Syracuse and Binghamton Railroad* was sold under foreclosure of mortgage, and the name changed as above.

Articles of association filed October 18, 1856.

An act authorizing this company to change its name to the *Syracuse, Binghamton and New York Railroad Company*, and for other purposes : chap. 214, Laws of 1857.

SYRACUSE STONE RAILROAD COMPANY.

An act to incorporate : chap. 347, Laws of 1836.

SYRACUSE AND UTICA RAILROAD COMPANY.

An act to incorporate : chap. 292, Laws of 1836.

An act to amend the act of incorporation : chap. 24, Laws of 1841.

An act requiring the payment of tolls on freight : chap. 335, Laws of 1844.

An act to authorize this company to borrow a sum of money not to exceed \$250,000 : chap. 343, Laws of 1845.

An act authorizing this company to carry freight by paying tolls to the State : chap. 270, Laws of 1847.

An act to authorize this company to issue stock or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

SYRACUSE AND UTICA DIRECT RAILROAD COMPANY.

Articles of association filed January 26, 1853.

An act to authorize the consolidation of this company with other companies whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act, this company was consolidated with others, forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

TENTH AVENUE AND GRAND STREET FERRY RAILROAD COMPANY.

An act to authorize the construction of a railroad in Tenth avenue, Forty-Second street, and certain other avenues and streets in the city of New York : chap. 515, Laws of 1860.

THIRD AVENUE RAILROAD COMPANY.

Articles of association filed October 8, 1853.

THIRD AVENUE AND FORDHAM RAILROAD COMPANY.

An act to authorize the construction of a railway and tracks in the towns of West Farms, Westchester, Eastchester.

New Rochelle, Yonkers and Morrisania, in the county of Westchester : chap. 143, Laws of 1860.

Articles of Association, April 2, 1861.

TONAWANDA RAILROAD COMPANY.

An act to incorporate : chap. 241, Laws of 1832.

An act to amend the charter, time extended : chap. 116, Laws of 1840.

An act to aid in the construction of this road, authorizing the comptroller to issue stock for the benefit of this company, to the amount of \$100,000 : chap. 200, Laws of 1840.

An act to amend the charter, capital stock increased, &c. : chap. 17, Laws of 1844.

An act authorizing this company to connect with the *Auburn and Rochester Railroad Company* : chap. 50, Laws of 1844.

An act requiring the payment of tolls on freight : chap. 335, Laws of 1844.

An act to regulate the price for the transportation of freight : chap. 292, Laws of 1846.

An act authorizing this company to carry freight by paying tolls to the state : chap. 270, Laws of 1847.

An act authorizing this company to issue stock, or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act in relation to this road, time extended : chap. 151, Laws of 1848.

An act to authorize the consolidation of this company with the *Attica and Buffalo Railroad Company* : chap. 236, Laws of 1850.

By virtue of this act, a union was formed between this road and the *Attica and Buffalo Railroad Company*, under the name of the *Buffalo and Rochester Railroad Company*.

Articles of association filed December 7, 1850.

TRENTON AND SACKETT'S HARBOR RAILROAD COMPANY.

An act to incorporate : chap. 428, Laws of 1837.

TROY AND BENNINGTON RAILROAD COMPANY.

Articles of association filed May 27, 1851.

TROY AND BOSTON RAILROAD COMPANY.

An act to determine and decide the public utility of a railroad from the city of Troy to the easterly line of Rensselaer county : chap. 173, Laws of 1848.

Articles of association filed November 22, 1849.

An act to authorize this company to lease a part of the *Western Vermont Railroad*, and to build a branch road : chap. 533, Laws of 1851.

An act to extend the time for a compliance with section 47 of the general railroad act : chap. 128, Laws of 1855.

An act to extend the time for a compliance with section 47 of the general railroad act : chap. 518, Laws of 1857.

An act to authorize this company to erect a freight depot and construct a track in the city of Troy : chap. 109, Laws of 1859.

TROY AND GREENBUSH RAILROAD COMPANY.

An act to incorporate : chap. 323, Laws of 1845.

An act to amend the charter : chap. 33, Laws of 1848.

TROY AND LANSINGBURGH RAILROAD COMPANY.

Articles of association filed September 6, 1860.

An act in relation to this company : chap. 295, Laws of 1861. By this act the company is exempted from making an annual report to the State Engineer and Surveyor.

TROY AND RUTLAND RAILROAD COMPANY.

An act to declare the public utility of a railroad from the city of Troy to the Vermont State line : chap. 329, Laws of 1849.

Articles of association filed July 2, 1849.

Articles of association similar to those filed July 2, filed November 15, 1849.

TROY AND STOCKBRIDGE RAILROAD COMPANY.

An act to incorporate : chap. 277, Laws of 1836.

An act to amend the act of incorporation : chap. 374, Laws of 1837.

An act extending the time for receiving stock subscriptions, &c. : chap. 106, Laws of 1839.

TROY TURNPIKE AND RAILROAD COMPANY.

An act to incorporate : chap. 182, Laws of 1831.

An act to amend the act of incorporation : chap. 25, Laws of 1835.

An act to amend the act of incorporation, authorizing this company to borrow a sum of money not exceeding \$100,000 : chap. 169, Laws of 1837.

An act to amend the charter : chap. 185, Laws of 1838.

An act to amend the charter : chap. 368, Laws of 1839.

An act to revive and amend the charter : chap. 320, Laws of 1846.

An act authorizing this company to transfer a portion of their road-bed to the city of Troy : chap. 50, Laws of 1856.

TROY UNION RAILROAD COMPANY.

An act to authorize the city of Troy and certain railroad companies to construct a railroad through the whole or some portion of the city of Troy : chap. 255, Laws of 1851.

Articles of association filed July 21, 1851.

An act to provide for the taxation of the property of this company : chap. 462, Laws of 1853.

An act authorizing the city of Troy to borrow money to pay for bonds issued for the benefit of this company : chap. 716, Laws of 1857.

An act authorizing the city of Troy to raise money to pay interest on bonds issued to this company : chap. 284, Laws of 1859.

TROY AND UTICA RAILROAD COMPANY.

Articles of association filed February 22, 1853.

TYRONE AND GENEVA RAILROAD COMPANY.

An act to incorporate : chap. 472, Laws of 1837.

ULSTER COUNTY RAILROAD COMPANY.

An act to incorporate : chap. 421, Laws of 1836.

UNADILLA AND SCHOHARIE RAILROAD COMPANY.

An act to incorporate : chap. 269, Laws of 1836.

UNION RAILROAD COMPANY.

Articles of association filed January 20, 1851.

This road is permanently leased to the *New York and Erie Railroad Company*.

UNION (SYRACUSE) RAILROAD COMPANY.

Articles of association filed September 9, 1852.

An act authorizing the sale of this road to the *Syracuse, Binghamton and New York Railroad Company*: chap. 274, Laws of 1858.

In pursuance of the preceding act, the road of this company was sold to the *Syracuse, Binghamton and New York Railroad Company*, August 12, 1858.

UNION RAILROAD COMPANY OF WESTCHESTER COUNTY.

Articles of association filed December 15, 1859.

UTICA AND BLACK RIVER RAILROAD COMPANY.

An act for the relief of the holders of the mortgage bonds of the *Black River and Utica Railroad Company*, and to enable them to organize a new company : chap. 234, Laws of 1860.

Pursuant to this act this company was formed.

Articles of association filed May 22, 1861.

UTICA AND BINGHAMTON RAILROAD COMPANY.

Articles of association filed June 15, 1863.

An act to authorize the town of Oxford to aid in the construction of this road : chap. 367, Laws of 1854.

An act to facilitate the construction of this road : chap. 372, Laws of 1854.

- An act to authorize the town of Sherburne to aid in the construction of this road : chap. 377, Laws of 1854.
- An act to empower this company to apply for the appraisal of land : chap. 378, Laws of 1854.
- An act to authorize the town of Norwich to aid in the construction of this road : chap. 379, Laws of 1854.
- An act to authorize any town or city in the counties of Oneida, Madison, Chenango and Broome to subscribe to the capital stock of this company : chap. 66, Laws of 1855.
- An act to extend the time for this company to begin the construction of their road : chap. 237, Laws of 1855.
- An act to amend the act authorizing any city or town in the counties of Oneida, &c., to subscribe to the capital stock of this company : chap. 504, Laws of 1855.
- An act to extend the time for the construction of this road : chap. 510, Laws of 1857.

UTICA AND SCHENECTADY RAILROAD COMPANY.

- An act to incorporate : chap. 294, Laws of 1833. -
- An act authorizing this company to convey the United States mails : chap. 12, Laws of 1837.
- An act authorizing this company to carry extra baggage : chap. 363, Laws of 1837.
- An act to amend the act of incorporation authorizing the transportation of freight and the payment of tolls on the same. Other railroads extending westward to Buffalo are made subject to like regulations : chap. 335, Laws of 1844.
- An act authorizing this company to borrow a sum of money, not exceeding \$500,000 : chap. 342, Laws of 1845.
- An act authorizing this company to carry freight by paying tolls to the state : chap. 270, Laws of 1847.
- An act to authorize this company to issue stock or borrow money to provide for the construction of a second track : chap. 405, Laws of 1847.

An act to authorize the consolidation of this company with other companies, whose roads are located between Albany and Buffalo : chap. 76, Laws of 1853.

In pursuance of the above act this company was consolidated with others, forming the *New York Central Railroad Company*, May 17, 1853.

Consolidation agreement filed July 7, 1853.

UTICA AND SUSQUEHANNA RAILROAD COMPANY.

An act to incorporate : chap. 289, Laws of 1832.

UTICA AND SYRACUSE STRAIGHT LINE RAILROAD COMPANY.

Articles of association filed September 21, 1852.

Similar articles of association filed September 28, 1852.

UTICA AND WATERVILLE RAILROAD COMPANY.

Articles of association filed July 11, 1854.

VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY.

Articles of association filed February 15, 1861.

WARREN COUNTY RAILROAD COMPANY.

An act to incorporate : chap. 167, Laws of 1832.

WARSAW AND LEROY RAILROAD COMPANY.

An act to incorporate : chap. 291, Laws of 1834.

An act to amend the act of incorporation : chap. 105, Laws of 1836.

WARWICK RAILROAD COMPANY.

An act to incorporate : chap. 415, Laws of 1837.

An act to revive the act of incorporation : chap. 229, Laws of 1842.

WARWICK VALLEY RAILROAD COMPANY.

Articles of association, filed March 8, 1860.

An act to authorize this company to use a fifty pound iron rail : chap. 323, Laws of 1861.

WASHINGTON COUNTY CENTRAL RAILROAD COMPANY.

Articles of association filed December 13, 1853.

An act to extend the time within which time this company shall begin the construction of their road : chap. 403, Laws of 1855.

WATERTOWN AND CAPE VINCENT RAILROAD COMPANY.

An act to incorporate : chap. 341, Laws of 1836.

An act to revive the act of incorporation : chap. 331, Laws of 1845.

WATERTOWN AND ROME RAILROAD COMPANY.

An act to incorporate : chap. 173, Laws of 1832.

An act to revive and amend the charter : chap. 283, Laws of 1836.

An act to amend the act to revive and amend the charter : chap. 346, Laws of 1837.

An act to revive the charter : chap. 337, Laws of 1845.

An act to amend the act to revive the charter : chap. 147, Laws of 1847.

An act authorizing this company to borrow money : chap. 393, Laws of 1847.

An act to amend the charter ; time extended for completing road : chap. 235, Laws of 1849.

An act to amend the charter ; time extended for completing this road : chap. 336, Laws of 1853.

An act to authorize this company to indorse and guarantee the bonds of the *Potsdam and Watertown Railroad Company* : chap. 154, Laws of 1854.

An act to change the time for holding the annual election of this company : chap. 473, Laws of 1857.

An act to amend the charter, authorizing the purchase of the road, &c., of the *Potsdam and Watertown Railroad Company*, change of corporate name, &c. : chap. 273, Laws of 1860.

Pursuant to the preceding act, this company purchased the road, &c., of the *Potsdam and Watertown Railroad Company*, and annexed it to and consolidated it with its road,

and changed the corporate name of the company to the *Rome, Watertown and Ogdensburgh Railroad Company*. Certificate of the change of corporate name, &c., filed in the office of the State Engineer and Surveyor, July 10, 1860.

WATERVLIET AND SCHENECTADY RAILROAD COMPANY.

An act to incorporate : chap. 416, Laws of 1836.

WESTCHESTER COUNTY CENTRAL RAILROAD COMPANY.

Articles of association filed April 4, 1856.

An act authorizing this company to construct bridges on their line of road : chap. 478, Laws of 1857.

An act for the relief of this company : chap. 189, Laws of 1858.

WESTCHESTER COUNTY AND NEW YORK CITY RAILROAD COMPANY.

Articles of association filed January 30, 1860.

WESTSIDE RAILROAD COMPANY.

Articles of association filed February 11, 1854.

WHITEHALL AND PLATTSBURGH RAILROAD COMPANY.

Articles of association filed April 11, 1853.

An act to authorize any railroad company in the state to subscribe to the capital stock of this company : chap. 176, Laws of 1853.

This company has been dissolved by a judgment of the Supreme Court.

WHITEHALL AND RUTLAND RAILROAD COMPANY.

An act to incorporate : chap. 239, Laws of 1833.

WILLIAMSPORT AND ELMIRA RAILROAD COMPANY.

An act to authorize this company, which was incorporated by the State of Pennsylvania, to construct a portion of their road in this State : chap. 233, Laws of 1850.

Length of road in this State is eight miles only.

An act to authorize the village of Elmira to borrow a sum of money, not exceeding \$100,000, to aid in the construction of this road: chap. 303, Laws of 1852.

The road of this company was sold under foreclosure of mortgage, and a new company formed under the name of the *Elmira and Williamsport Railroad Company*, June 1, 1860.

GENERAL LAWS

IN RELATION TO RAILROADS.

An act to prevent injury being done to any railroad within this state, and to ensure the safety of passengers on the same : chap. 187, Laws of 1834.

An act to incorporate the Medina and Darien Railroad Company. By this act canal commissioners are invested with supervisory power over such portion of any railroad as passes over any canal, &c., in this state : chap. 276, Laws of 1834.

An act giving power to commissioners of highways to permit the construction of railroads across any road or public highway : chap. 300, Laws of 1835.

An act authorizing the construction of railroads upon Indian lands : chap. 316, Laws of 1836.

An act relative to unclaimed trunks and baggage : chap. 300 Laws of 1837.

An act to subject moneyed or stock corporations to assessment for highway labor : chap. 431, Laws of 1837.

An act to punish willful injuries to railroads : chap. 160, Laws of 1838.

An act requiring railroad companies to deposit with the comptroller, maps, profiles, &c., of their respective roads : chap. 161, Laws of 1838.

An act authorizing railroad companies to contract with each other : chap. 218, Laws of 1839.

An act requiring every railroad company to which the credit of the state has been loaned, or which may hereafter ask aid of the state, to furnish to the surveyor-general, maps, plans, drawings, &c., of their respective roads: chap. 259, Laws of 1840.

An act concerning payment of interest by railroad companies on loans of the state credit, and for other purposes: chap. 358, Laws of 1840.

Resolution of the Assembly requiring railroad companies to make annual reports to the secretary of state by the 1st day of February in each year. Passed February 3, 1843.

An act requiring tolls to be paid and goods transported on railroads extending from Schenectady to Buffalo: chap. 335, Laws of 1844.

An act in relation to carrying the United States mails on railroads: chap. 149, Laws of 1845.

An act in relation to the contracts of railroad companies, restricting them as to the amounts of debts incurred: chap. 230, Laws of 1845.

An act in relation to railroad charters: chap. 155, Laws of 1846.

An act requiring railroad companies to contract for carrying the United States mails: sec. 17, chap. 215, Laws of 1846.

An act to provide for the destruction of Canada thistles and other noxious weeds on railroads, &c.: chap. 100, Laws of 1847.

An act in relation to railroads connecting or intersecting: chap. 222, Laws of 1847.

An act in relation to the transportation of freight on certain railroads: chap. 270, Laws of 1847.

An act authorizing railroad companies to lay down upon their roads the heavy iron rail, to alter the line of their road,

and to acquire the title to lands which has failed, &c.: chap. 272, Laws of 1847.

An act requiring railroad companies to furnish checks for baggage: section 6, chap. 272, Laws of 1847.

An act to enable railroad companies to alter their routes and acquire title to lands: chap. 404, Laws of 1847.

An act to authorize certain railroad companies to issue stock or borrow money to lay a second track: chap. 405, Laws of 1847.

An act requiring compensation for causing death, by wrongful act, neglect or default: chap. 450, Laws of 1847.

An act to amend the act in relation to the judiciary, passed May 12, 1847. Corporations may be sued before Justices of the Peace, &c.: chap. 470, Laws of 1847.

An act to authorize the formation of railroad corporations: chap. 140, Laws of 1848.

An act in relation to existing railroad corporations: chap. 145, Laws of 1848.

An act to amend "An act requiring compensation for causing death by wrongful act, neglect or default," passed December 13, 1847: chap. 256, Laws of 1849.

An act to amend "An act to authorize the formation of railroad corporations:" privileges of companies who lay and pay for new rails: chap. 271, Laws of 1849.

An act to amend "An act to authorize the formation of railroad corporations:" each railroad company to report to the state engineer and surveyor annually: chap. 434, Laws of 1849.

An act to authorize the formation of railroad corporations, and to regulate the same: referred to as the general railroad act: chap. 140, Laws of 1850.

An act to authorize any railroad company in the State to take stock in the *Buffalo and State Line Railroad Company*: chap. 147, Laws of 1850.

An act to authorize the transportation of live stock, &c., upon railroads free from canal tolls: chap. 268, Laws of 1850.

An act in relation to railroad corporations: line of road common to two companies, may be built by one, &c.: chap. 19, Laws of 1851.

An act to authorize any railroad corporation in the state to subscribe to the capital stock of the *Attica and Hornellsville Railroad Company*: chap. 117, Laws of 1851.

An act to authorize the railroad corporations of this state to subscribe to the capital stock of the *Great Western Railroad Company*, Canada West: chap. 157, Laws of 1851.

An act to abolish tolls on railroads: chap. 497, Laws of 1851.

An act to authorize the city of Buffalo to borrow money and to make investments in the stock of the *Brantford and Buffalo Joint Stock Railroad Company*: chap. 147, Laws of 1852.

An act to amend "An act in relation to railroad corporations," passed February 13, 1851: chap. 53, Laws of 1853.

An act to regulate the construction of roads and streets across railroad tracks: chap. 62, Laws of 1853.

An act to authorize the consolidation of certain railroad companies: chap. 76, Laws of 1853. By virtue of this act the *New York Central Railroad Company* was created.

An act to authorize any railroad corporation in the state to take stock in the *Whitehall and Plattsburgh Railroad Company*: chap. 176, Laws of 1853.

An act in relation to railroads on Long Island in this state: chap. 220, Laws of 1853.

An act to authorize the city of Oswego to take stock in railroads, &c. : chap. 286, Laws of 1853.

An act to authorize any railroad corporation in this state to take stock in the *Sodus Point and Southern Railroad Company* : chap. 425, Laws of 1853.

An act to authorize any railroad corporation in this state to take stock in the *Attica and Allegany Valley Railroad Company* : chap. 460, Laws of 1853.

An act to authorize stockholders of railroad companies to make payments on mortgages in process of foreclosure against such companies, and thereupon to become interested in said mortgages : chap. 502, Laws of 1853.

An act to authorize the railroad corporations of this state to subscribe to the capital stock of the *Allegany Valley Railroad Company* of Pennsylvania : chap. 13, Laws of 1854.

An act in relation to the construction of railroads in cities : chap. 140, Laws of 1854.

An act to amend "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850 : chap. 282, Laws of 1854.

An act to authorize the *Delaware, Lackawana and Western Railroad Company*, of Pennsylvania, to make contracts in this state : chap. 244, Laws of 1855.

An act in relation to railroads held under lease : chap. 302, Laws of 1855.

An act for the protection of immigrants : chap. 474, Laws of 1855.

An act authorizing the change of grade of railroads in certain cases : chap. 478, Laws of 1855.

An act in relation to stealing and forging of railroad tickets : chap. 499, Laws of 1855.

An act to establish a board of railroad commissioners, and to define their powers and duties : chap. 526, Laws of 1855.

An act authorizing the construction of a bridge across the Hudson river at Albany. Any railroad corporation may subscribe for the stock of this bridge company : chap. 146, Laws of 1856.

An act to prevent extortion by railroad companies : chap. 185, Laws of 1857

An act to amend the general railroad act, passed April 2, 1850 : chap. 444, Laws of 1857.

An act to prevent frauds in the sale of tickets upon railroads, &c. : chap. 470, Laws of 1857.

An act to amend chap. 13, part 1, of the Revised Statutes, in relation to the assessments of taxes, and chap. 176, Laws of 1851. By this act, railroad corporations are to deliver to the assessors a classified list of all their real estate owned in the respective towns or wards in which the same are located, and fixing a valuation to the same : chap. 536, Laws of 1857.

An act to suppress intemperance : chap. 628, Laws of 1857.

An act to repeal the act entitled " An act to establish a board of railroad commissioners, and to define their powers and duties," passed April 14, 1855, and to authorize the appointment of a deputy by the state engineer and surveyor : chap. 633, Laws of 1857.

An act to pay persons employed by the railroad commissioners : chap. 733, Laws of 1857.

An act to repeal parts of act, chap. 536, Laws of 1857, in relation to assessments of railroad corporations : chap. 110, Laws of 1858.

An act in relation to sleeping cars on railroads : chap. 125, Laws of 1858.

An act to permit the Northern Railroad Company of New Jersey to continue their road from the state line to Piermont, Rockland county : chap. 253, Laws of 1858.

An act to authorize the laying of a railroad track on the berme side of the Chenango canal : chap. 501, Laws of 1859.

An act relative to railroads in the city of New York : chap. 10, Laws of 1860.

An act to authorize the construction of a railway and tracks in the towns of West Farms, Westchester, Eastchester, New Rochelle, Yonkers and Morrisania, in the county of Westchester: chap. 143, Laws of 1860.

An act relative to street railroads in the city of Buffalo : chap. 145, Laws of 1860.

An act to confirm the grants of street railways in the city of Buffalo, &c. : chap. 336, Laws of 1861.

COMPTROLLER'S APPORTIONMENT OF EXPENSES CHARGED TO
RAILROAD COMPANIES, FOR THE YEAR ENDING 30TH SEP-
TEMBER, 1861.

Name of company.	Proportion charged.
Avon, Geneseo and Mount Morris,	\$2 85
Black River and Utica,	24 11
Blossburgh and Corning,	11 43
Broadway Railroad of Brooklyn,	14 41
Brooklyn Central and Jamaica,	22 99
Brooklyn City,	173 62
Buffalo, New York and Erie,	193 33
Buffalo and State Line,	303 67
Cayuga and Susquehanna,	19 21
Eighth Avenue (New York),	129 58
Hudson River,	682 31
Long Island,	114 34
New York Central,	2,318 98
New York and Erie,	1,726 67
New York and Flushing,	12 12
New York and Harlem,	380 95
New York and New Haven,	349 92
Ninth Avenue (New York),	33 07
Northern,	152 97
Oswego and Syracuse,	39 89
Potsdam and Watertown,	26 87
Rensselaer and Saratoga,	89 78
Rochester and Genesee Valley,	15 23
Sackett's Harbor, Rome and New York,	21
Saratoga and Whitehall,	58 53
Second Avenue (New York),	87 69
Sixth Avenue (New York),	123 31
Staten Island,	5 24
Syracuse, Binghamton and New York,	75 83
Third Avenue (New York),	203 53
Troy and Boston,	104 02
Watertown and Rome,	117 05

\$7,613 71

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